

Duke's Guide
to Kathmandu

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DUKE'S
GUIDE TO KASHMIR.

CHAPTER I.

INTRODUCTION.

Cashmere, Kashmir, Kasmir. What's in a name! Tom Moore, in his poem "Lalla Rookh" written in London, or, at least in Europe, has immortalised the fair vale as Cashmere.

"Who has not heard of the vale of Cashmere
With its roses the brightest that earth ever gave;
Its temples, and grottos, and fountains as clear,
As the love-lighted eyes that hang over their wave."

Vigne in his great work published in 1842, spells it "Kashmir." Dr. Stein, the latest and most recognised savant in such matters, rules that the scientific writing and pronunciation is "Kasmir." So be it. "See Kashmir and die," is a native expression. There is little doubt that every visitor to India has a desire to go there. Formerly the country was visited by few, only 200 passes being issued, annually, by Government. No restriction is now placed on the number of visitors. Moreover, railway extension to Rawal Pindi and a driving road into Srinagar, has greatly changed everything. Literature, in the shape of guide-books and graphic descriptions of the valley, some of them splendidly illustrated and got up, have brought in many visitors. European sportmen, G. T.'s or globe-trotters, now include Kashmir in the grand tour; though still, the officers of His Majesty's Army, British and Native, form the larger proportion.

In 1876 Jammu was visited by H. R. H. the Prince of Wales; Kashmir in 1883 by Lord Ripon, Viceroy of India, in 1884 by Sir Donald Stewart, Commander-in-Chief, and in the autumn of the same year, T. R. Hs. the Duke and Duchess of Connaught came on a shooting expedition, when Sir Oliver St. John was on duty. Sir Frederick, now Field-Marshal, Earl Roberts, v.c., of Kandahar, arrived in the spring of 1889 and opened, *en route*, the fine steel cantilever bridge, put up across the Jhelum at Domel, and afterwards destroyed by the flood of 1893. In 1891 Lord Lansdowne, Viceroy, came in during the autumn, meeting in Srinagar, the celebrated Russian traveller and reformer, Prince Galitzin, who had travelled over the Panirs. The Lieutenant-Governor of the Punjab, Sir Mackworth Young, was the last big official visitor in 1899.

Now anxious visitor, let me try and conduct you to the far-famed valley, and endeavour to describe the different routes and modes of travelling, leaving the selection to yourself. My first entrance to Kashmir, in company with Lieutenant, now Sir, Ian Hamilton, of African fame, was made in 1875 by the Gujrat, Bhimber, then the most fashionable terminus. My second visit in 1877 was by the same road, my third (on duty November 1880) was by the Jammu Banihal route, and, since then, many times on duty. The roads or rather tracks of those days, 25 and 20 years ago, were unspeakably bad, the present Jhelum Valley route forming no exception. The Jamru-Banihal was always held to be a private or royal road. Then most travellers entered by the Bhimber Pir Pujjal route, returning by Murree. The old bungalows, too, were of the most primitive description.

AUTHORIZED ROUTES.

Speaking generally, the authorized routes into Kashmir are—

1. Jhelum Valley cart road, Rawal Pindi to Srinagar. Distance, 196½ miles.

2. Gujrat-Bhimber route, crossing the Ratan Pir, 8,500, and Pir Panjal, 11,400, Passes, a bridle road. Distance, 160 miles.

3. Gujrat-Bhimber and Poonch route, crossing Ratan Pir, 8,200, and Pir Panjal (Haji Pir), 8,500, to Uri and Jhelum Valley road. Distance, 216 miles.

4. Hasan Abdal, Abbottabad, Domel and Jhelum Valley route. Distance, 202 miles.

5. Jammu to Srinagar, via Banihal Pass, 9,200. Distance, 164 miles

6. Jhelum to Srinagar, via Tangrode, Poonch, Uri and Jhelum Valley. Distance, 198 miles.

Other routes exist, but they may be classified as unbeaten tracks and will be treated as such.

Before detailing these routes at length, a few preliminary remarks on each are given.

1. **Jhelum Valley Cart Road.**—This is now a Grand Trunk Road, extending from Rawal Pindi to Srinagar, Kashmir, and practically on to Islamabad, the boat limit on the Jhelum, 34 miles further up.

The ordinary time for a tonga is 48 hours, though the mails run through in 36. This route being the easiest and quickest, is, therefore, the most frequented.

2. **Gujrat-Bhimber and Pir Panjal.**—This may be described as a horse and foot road. Camels have, and can proceed on it from Gujrat to Thanna Mandi, the fifth march from Bhimber.

Gujrat is the second station, N.-W. Ry., a little above Wazirabad. Ekkas always, and sometimes a tonga, run from Gujrat to Bhimber.

From Bhimber on, baggage is generally conveyed by coolies (a poor lot), or mules.

State Rest Houses exist at stages as far as Baramgalla, sixth march. Tents have to be carried for the five remaining stages or a hut occupied. The rest houses at the last three stages have, unfortunately, all been destroyed by fire.

The path is rough, and partakes of the old order of things; but is now a fairly good hill road. It has, of late, been improved by the D. P. W. of the State, as far as Thanna Mandi, and is very much better than it was 25 years ago.

Gujrat-Bhimber and Poonch Road.—This is a horse and foot road, which turns off at Thanna Mandi-fifth stage (N.-W.) for Poonch. The road in Poonch limits is looked after, and may be called a good track from Thanna Mandi on. From Poonch on, the road is kept in repair and has, of late, been much improved. By this route, hill streams and rivers have to be often crossed, and much depends on the state of the bridges, and some of the fords are very difficult. Uri on the Jhelum Valley Road is joined at $11\frac{1}{4}$ miles beyond the Haji Pir Pass, 8,500. This road is more or less private and frequented by few. Notice of journey should previously be sent to the Poonch Durbar. $4\frac{1}{2}$ Marches are in Poonch territory. The Haji Pir on the north is under snow far into April, but generally considered open after April 1st.

4. **Hassan Abdal, Abbottabad, Domel Route.**—This is a convenient route when Murree is blocked with snow, as always happens during a portion of the winter months in each year. With the exception of the last march, it is more or less a cart road, as far as Garhi Habibula, 78 miles, the intention being to carry on the road to Domel. It is a mail cart road as far as Abbottabad, distance $4\frac{1}{4}$ miles, and tongas as well as ekkas do go on to Manserah, and Garhi Habibula, by a very narrow but fair road, with many ups and downs. At Garhi Habibula, the Kunhar (Nainsook) River is crossed by a fine iron girder bridge completed in 1900. Three miles beyond, the Kashmir border is crossed at 37 miles from Abbottabad, and 11 from Domel. For the last 11 miles to Domel the road is only fit for riding. An immense amount of labour and outlay are still required to make this a driving road.

5. **Jammu Route to Srinagar.**—This is still considered a private, or Royal route, and permission to use it should be obtained through the Resident, who lives in Kashmir in the summer and Sialkote in the winter. The road at present, 1901, is in a transition state. The survey for an electric railway was completed in 1900, and in 1900 and 1901, a cart road, starting from the north bank of the River Tawi was aligned for a railway, as far as Udampur, 42 miles; and much of the roadway has been completed. This road generally may be described as an excellent horse road, specially from Udampur onwards. It crosses two Passes, one above Batote, 7,600 feet, which is under snow for about six weeks annually, but always passable; and the Banihal, 9,200 feet, snowed up for, say, three months each year, but, generally, considered open. An excellent road, with easy gradient has been made up over the Pass. Years ago this route was most difficult, and the marches long, trying and very tedious. Now most of this is changed for the better. There are rest-houses at all the stages, though Nos. 1 and 2, specially *Dansal*, are very inferior, and *Dansal* was hardly habitable.

6. **Jhelum, Tangrote, and Poonch Route.**—The first two marches are driveable. With these exceptions, this line may be considered a difficult horse and foot road, as far as Sairah, or Poonch. Yet camels have arrived in Poonch this way, though in many places the path seems only fit for goats to skip over. Tents must be carried, or a village hut relied on. As far as Kotli the road is most difficult, the travelling being hot even in winter. Beyond Kotli, as far as Sairah, the tract is wearying.

There is good fishing in certain places all along this route up the Poonch River, from Chownookh, on.

Having now concluded these preliminary surveys, the details of each route will be given separately, commencing with the most important—the Jhelum Valley Car Road.

CHAPTER II.

THE JHELUM VALLEY CART ROAD.

Rawal Pindi to Srinagar, distance 196½ miles.

This route, now a grand trunk road, is open for all traffic, Rawal Pindi to Srinagar; and, onwards, unmetalled to Islamabad, 34 miles.

Rawal Pindi is a large and very important Military Cantonment and Civil Station on the line of rail, 169 miles above Lahore.* It contains several hotels, and good shops, nearly all of which have branches at Murree, where everything required for the coming journey is procurable. In the Bazar are Parsee and good native shops. The refreshment room at the station is one of the best restaurants in India. The Club founded by the late Sir Herbert Macpherson is a great institution; and, perhaps, the finest private bungalow in the Punjab, is that belonging to the Murree Brewery Company, which has a large branch here.

Strangers to the Punjab will gain all necessary information from the different hotel managers at Rawal Pindi, whose hotels are advertised in the local papers, as well as from the mail agents; † and at Lahore, from

* The Railway time is as follows :—

1.	Lahore to Wazirabad	... 2 hours 30 minutes.
2.	" Jhelum	... 3 "
3.	" Rawal Pindi	... 10 "
4.	" Hasan Abdal	... 14 "
5.	Wazirabad to Jammu	... 3 " 30 minutes.
6.	" Jhelum	... 2 " 30 "

† Now Dhanjibhoy & Co., Imperial Carrying Company, and well known both in Africa and China.

Rawal Pindi to Murree.

M. Nedou, who, during the season, May to October, runs a good hotel at Srinagar and Gulmarg, in Kashmir, the branches of his fine establishment at Lahore.

Mode of Travelling :—

1. By mail tonga, the easiest and quickest.
2. By dandy or dhooley.
3. By jinrickshaws.
4. By ekka.
5. By carriage dak.
6. By dog-cart or other conveyance.

Baggage—is conveyed by the Imperial Carrying and other Companies in bullock train, tongas, ekkas, or on camels.

Camel is the cheapest form of carriage.

Mails.—His Majesty's Mails are now run through from Rawal Pindi to Srinagar in 36 to 38 hours and less, i.e., 3 A.M. one day to 3 P.M. the next.*

A traveller hurrying in with the mail, must send on his baggage many days ahead for the bullock-train, and, say, 7 days for ekka dak. The following Police Rules are in force for tonga :—

* * *

III.—Maximum of passengers allowed, 3 adults, besides driver.

In family tonga, 3 adults and 2 children may be admitted.

IV.—Maximum weight allowed for luggage per tonga is $1\frac{1}{2}$ maunds. Family tonga 1 maund only.

Passengers disregarding Rules 3 and 4 are liable to prosecution by the police.

With respect to Rule IV, I would add, it is greatly to the traveller's own advantage to keep the weight of the baggage to the limit sanctioned. In the season, when the roads are heavy, every extra seer of luggage causes delay with tired ponies.

In a "Special," a traveller with his servant can carry three maunds.

* Seats in the mail tonga are seldom supplied, a great deal depending on the weight of the mail.

A great deal of baggage is now carried by ekkas.

In the early spring, when the road is sometimes blocked by slips, ekkas can with a little trouble be taken to pieces, and carried over the obstruction.

Visitors marching in, those using jinrickshaws, dhoolies and dandies, generally have their baggage thus conveyed. An ekka will go three and four marches a day.

All arrangements for carrying baggage must be made at the terminus, Rawal Pindi, or, perhaps, Murree. No carriage whatever can now be procured on the road. There is none at Kohala. Empty ekkas may occasionally be available. Camels are procurable at Rawal Pindi.

Some passengers march in stage by stage. Some do two stages a day.

By previous arrangement tongas, ekkas, carriages, &c., will meet the traveller arriving by the morning^{*} train. After enjoying at the station, the excellent breakfast (previously telegraphed for), a start can be made without delay. Should the traveller have arrangements to make, he can halt for the day at a hotel, leaving at daybreak the following morning.

Time of Journey—

Rawal Pindi to Murree	...	..	6 hours.
Murree to Kohala	...	..	4 "
Rawal Pindi to Kohala	...	..	10 "
Kohala to Baramula	...	..	14 "

Baramula to Srinagar—

"	by boat	24 to 48 "
"	by mail tonga	4½,"

* The Calcutta mail arrives at Rawal Pindi at 3 A.M.; the Bombay mails at 1 P.M. As only the mail tonga is allowed to travel in the dark by aid of lanterns, the traveller by No. 1 would start at daybreak. Those arriving by the later train would easily reach Trot, or even Murree that evening.

In the long summer days, fine weather, and the road in good order, the journey by tonga may be anticipated as follows :—

<i>1st day</i> —Rawal Pindi	...	5 A. M.	
Sunnybank	..	10 A. M. (Branch road to Murree.)	
Kohala	..	2-30 P. M. (Cup of tea or lunch, previously wired for)	
Domel		5 P. M.	*
Ghars	say	6-30 P. M.	
		7 P. M.	
<i>2nd day</i> —Ghatri	...	5 A. M.	[telegram.]
Uri	..	9 A. M. (Breakfast ordered by	
Uri		10 A. M.	
Baramula	say	2 P. M. (Lunch.)	
Baramula	start	3 P. M.	
Srinagar	...	7-30 P. M.	

This is, of course, good going, with everything in one's favor aided by the light of a good moon, Chakoti even may be made on the first evening.

During the height of the season, with heavy roads, and hard-worked ponies this pace could not be always anticipated.

The mail cart drivers are generally changed at Murree, Ghari and Baramula.

Distances—

Murree	Rawal Pindi to Murree	...	... Miles.
	„ „ Tonga office	...	... 38½
	„ „ Mail above	...	... 39
Kashmir	Rawal Pindi to Sunnybank	.	... 36½
	Sunnybank to Kohala	...	... 27½
	Kohala to Baramula	...	... 98
	Baramula to Srinagar	...	... 34
			—————
	Total	...	196½

Stages.—Rawal Pindi to Kohala is divided into sixteen stages.

Miles.		Stage distances.	Remarks.
6	a	6	
12	b	6	
17	c	5	
21 $\frac{1}{2}$	d	4 $\frac{1}{3}$	Barakou D. Bungalow at 13 $\frac{1}{2}$ mile.
25 $\frac{1}{2}$	e	3 $\frac{3}{4}$	Tref D. Bungalow.
27 $\frac{1}{2}$	f	2 $\frac{1}{4}$	
30 $\frac{1}{4}$	g	2 $\frac{1}{2}$	
32 $\frac{1}{2}$	h	2 $\frac{1}{4}$	
35 $\frac{1}{4}$	i	2 $\frac{1}{4}$	36 $\frac{1}{4}$ Powell's lodging house, Sunnybank.
40ms. 5f.	j	5ms. 3f.	Toba.
44ms. 2f.	k	3ms. 5f.	Bhagli.
48ms. 3f.	l	4ms. 1f.	Thakka.
52ms. 1f.	m	3ms. 6f.	Phagwara.
56ms —	n	3ms. 7f.	Bhandi.
59ms. 6f.	o	3ms. 6f.	Bhansi.
64ms. 4f.	—	4ms. 2f.	Kohala.

For purposes of description, the road to Kashmir is divided into three portions:—

A.—**Rawal Pindi to Sunnybank** involving a rise of 4,300 odd feet.

B.—**Sunnybank to Kohala**, an almost continuous descent for 4,000 feet.

C.—**Kohala to Baramula**, a gradual rise of 3,150 feet in 98 miles.

A.—**Rawal Pindi to Sunnybank**—1,787 feet to 6,000 odd feet, *distance 36 $\frac{3}{4}$ miles.*

Having carefully loaded up outside the Railway Station, the traveller makes his start, the tonga passing under the railway and heads for Murree and the seen in the hills distance. The brick tower

on the left, about 4 miles out, indicates the new water channel in connection with the Rawal Pindi Waterworks, constructed in 1889-90 by E. G. Hobbert, under the Commissionership of Colonel Parry Nisbet, C.I.E. A line of small brick shafts will be seen up to 8 miles showing the course of the works.

As far as Barakou, the road on either side is fringed with Sheesham trees, and is more or less level up to the 12th mile. In the second stage $9\frac{3}{4}$ mile "Rawal," a hill stream, is now spanned by substantial bridge. Formerly this stream was crossed by what is known as an Irish bridge, a concrete foundation across the waterway. Several accidents occurred, and in consequence the lee side of the stream was flanked by strong posts and chains. Many years ago two officers lost their lives there. Returning late one afternoon from Murree, this stream was found in flood. The coachman's objection to cross was overruled, and the tonga entered the stream. With a view to assisting the passage the officers who were sitting behind jumped out on either side; they were immediately carried off their feet and drowned. The lady sitting in front and the coachman who kept their seats reached the other side alive.

In the autumn of 1891, a tonga going towards Murree, with one passenger, was caught by a freshet here, lifted over the chains and swept away. Some of the mails were eventually recovered. The tonga on this occasion had crossed more than half-way and was approaching the far bank when the freshet was seen in the distance. The passenger and coachman both had time to jump out; the latter cut the traces, freeing the ponies and all escaped a watery grave.

At $13\frac{3}{4}$ miles Barakou is passed. Here is a fully furnished dâk bungalow, standing in its own compound. It is by no means a cheerful-looking place, and is seldom used by travellers making for Kashmir. Opposite the rest-house is the police chowki and around it, the camping ground for troops.

A mile beyond Barakou, the road enters the first low hills, prettily covered with sinitha and adha-todha shrubs, the latter locally known as Bhekari.

The third stage (Satarah Mil) suddenly comes into view after rounding the corner of a hill. Here toll is taken for man and beast.

Each traveller	...	... $\frac{1}{2}$ pice.
Saddle horse	...	... $1\frac{1}{2}$ annas.
Ekka	...	... 4 "
Camel	"	... 8 "
Tonga payable by traveller	...	... 1 rupee.

The next stage is $4\frac{1}{2}$ miles, with some hard collar work. At $18\frac{3}{4}$ miles the serai of Chattar is passed, overlooking a pretty well-wooded garden opposite, outside which fruit, gingerpop, &c., is sold during the season. The serai contains a couple of rooms at one end. The garden is a good halting place for breakfast to those marching by stages. In the 22nd mile the road begins to descend by the right bank of a hill stream, which is crossed by a lattice wooden bridge. This bridge marks $23\frac{1}{4}$ miles; across it the ponies go at a gallop, and the real ascent to Murree has, at last commenced. Above, a high ridge comes into view, on the far side of which stands the Tret Bungalow. To reach it the road makes a long detour to the left, skirting a spur and passing the first small belt of pines. The rest-house, concealed by the hill below, lies back on the right just beyond the stage $25\frac{1}{2}$ miles. Tret is 4,000 odd feet above the sea-level. The bungalow is fully equipped, has four sets of rooms, khansamah, stores, &c. The front of verandah faces an amphitheatre of hills, on the right, fairly well covered with pine forest, but dry and brown towards the left. In the centre of the high ridge in front, a watch tower, built in Mutiny days, is a striking object. This post commands the highway, and marks the point where the road turns sharp to the right towards the Murree Brewery. In front of the rest-house is the limited camping

ground, and on the right the village, bazar, and post office. The evening view towards the plain is toned and softened by the low intervening ranges of hills just passed through. Beyond Tret, as far as Sunnybank, the rise is rapid, over 2,000 in 10 miles, and the ponies are changed very frequently ; the intervals of the next four stages being respectively $2\frac{1}{4}$, $2\frac{1}{2}$, $2\frac{3}{4}$, $2\frac{1}{4}$. The road winds up to the right towards the watch tower on the ridge making several curves and zig-zags, and giving some pretty back views, the Tret Bungalow gradually looking smaller and smaller, until it is lost to view beyond the ridge. A second circle of hills is now entered, the road winding in and out with good forest to the right to the well-known Murree Brewery, $32\frac{1}{2}$ miles. The waste-pipe from the vats above, passes under the road, giving up a most refreshing odour of hops. Above the brewery is the postal and telegraph office, the tonga passing the door. If the passenger is going on without resting at Murree, he should wire from here to Kohala for lunch or tea, &c. The last changing stage uphill, on the Pindi side for Kashmir, is at $35\frac{1}{4}$ miles. Beyond this stage, the commissariat go-down comes into view on the left of the road, marking the junction or rather the division of the roads ; that to the right continuing back and up to Murree, $1\frac{1}{4}$ miles ; that to the left leading direct to Kohala and Kashmari. Above the angle formed stands Sunnybank hotel, usually open by April 15th, or earlier. A telegram from Rawal Pindi to the Manager would enable lunch, or breakfast being kept ready, or sent down from Hotel above, if necessary.

The traveller is warned that between this point and Kohala, by the driving road, $27\frac{1}{2}$ miles, there are no regular rest-houses ; and, no refreshments are procurable.

We have now completed the description of our first portion A. One might add that during 1890-1-2, between Banakow and Sunnybank, the roadway has been much improved. The heaps of stones used for repairs

are now placed in levels dug in the hillsides, nearly all the awkward corners have been eased off and aligned at an easy angle, notably below Tret ridge and above the approaches to the bridge, this structure itself being raised. As some visitors will prefer to halt at Murree, a short note is here inserted.

From Sunnybank corner, the road runs up to Murree as far as the Club. The tonga office is on the left, close above the Victoria Chambers. Here furnished quarters and refreshments are generally ready, and stores procurable. Above the tonga office a road continues up a steep gradient and joins the mall at 39 miles. There are good hotels, shops, a fine club and a church at Murree. Government House is now Rowberry's Hotel. The post office heads the mall, and the telegraph office is above and near Powell's Hotel on the Kashmir Road. Ekkas can go along the former bridle road from Powell's and gain the new road to Kohala at the second mile-stone, the bridle road leading on to the Cricket Flat and Deywal Dak Bungalow.

B.—Sunnybank to Kohala—

A descent of 4,000 feet, *distance, 27½ miles.*

This portion is divided into seven dâk stages as follows :—

<i>1st Stage</i>	<i>... Sunnybank to</i>	
	<i>Toba</i>	<i>... 4¼ miles.</i>
<i>2nd</i>	<i>... Bhagli</i>	<i>... 3¾ "</i>
<i>3rd</i>	<i>... Thakkar</i>	<i>... 4 "</i>
<i>4th</i>	<i>... Phagwara</i>	<i>... 3¾ "</i>
<i>5th</i>	<i>... Bhandi</i>	<i>... 4½ "</i>
<i>6th</i>	<i>... Bhansi</i>	<i>... 3¾ "</i>
<i>7th</i>	<i>... Kohala</i>	<i>... 4 "</i>
		<hr/>
	<i>Total ... 27½ "</i>	

This road was first driven over in a tonga in October 1887. Since then it has been greatly improved and strengthened by strong protective walls built into the hillsides.

Leaving Sunnybank the road, now nearly level, winds round the west face of the hill below Murree through most lovely forests of pines, graceful chestnuts and sycamore, intermingled. Indeed no such scenery is again met with until the first stage beyond Uri, a distance of 100 miles.

At $2\frac{1}{2}$ miles the new road crosses the pack road leading by the left to the cricket ground, and the old stage of Dewal, and back, directly to Murree.

Dewal is eight miles distant. A fully furnished dâk bungalow with four sets of rooms —Dewal to Kohala old road, 10 miles.—Visitors marching by stages are advised to take this route unless they are prepared to march direct from Murree to Kohala. On the new road there is no furnished dâk bungalow. At (Rewat), nearly half way, is a D. P. W. Bungalow, situated a hundred feet, or so, above the road. Permission to use this, should be asked from Executive Engineer in charge of the road. Cooly or mule carriage is required for the Dewal diversion, old road.

At $23\frac{1}{2}$ miles (from Kohala) the road passes below a ridge, on the summit and slopes of which is the camp of Topa, not visible from below. Just beyond the changing stage is the Topa cemetery, recently much enlarged. In January 1892, it contained six graves, all British Cavalry, and in the corner a larger one, which a tablet let into the wall, denotes as the last resting-place of five privates of H. M.'s 6th Regiment who died of cholera in 1872. On August 28th, 1901, I counted the graves which show an increase from 7 to 30. The real descent to Kohala now commences. For the next four or five miles, the road leads through weedy pine forest, mixed with dwarf oak, ilex, the pine slowly disappearing. Beyond, the tonga is much exposed to the full rays of the morning sun, the road running across the west face of the hills, by deep ins and outs, round numerous corners, above strong masonry bridges, the great curves of the roadway being visible miles ahead. The hill-sides, bare of forest, are dotted over with numerous little hamlets, and terraces of fields, often in very

inaccessible-looking spots. Fine views of the Pir Panjal Mountains, capped with snow in spring, are obtained on the right. As the tonga descends, the views become tamer and more limited, while the heat is severe. At 16 miles one gets a passing glimpse of the River Jhelum, a little streak, miles away far down on the deep gorge below and another peep from the back of the tonga at 13 miles, and again at the 9 miles from Kohala.

About a quarter of a mile above and beyond the Phagwara stage, a hundred feet or so above the roadway, is a 4-roomed D. P. W.* cottage. The Dàk Bungalow at Dewal is about three miles distant higher up, the pagdandi or mountain path leading up to it, being visible on the hillside a mile ahead. At Bhandi stage is a single-roomed D. P. W. cottage. The last of the great curves is rounded at Bhansi, the first pony stage from Kohala. From here the road runs more or less parallel with, and in full view of, the river, though at a considerable height above. 1½ miles from Kohala, the steep roadway up the bank, on the left, is the direct path to Dewal by the old route. Further on the roar of the Jhelum rapids begins to din on the ear. Just beyond a sharp turn to the left, with a descent, the Khanair Kass (torrent), thundering down on the left, is crossed by a good 60-foot span bridge on which the ponies break into a galop going and returning. This Kass rises in a wild rocky gorge 1½ miles beyond the pretty hill station of *Doonga-Gali*. Beyond the bridge, a zig-zag path will be seen leading up to another small D. P. W. house. The charming view gained from the little level on which the house stands will well repay the climb. Where the Khanair stream joins the Jhelum, the river becomes a seething pool hemmed in by lofty hillsides. The tonga continues on level road, up the now really pretty gorge of the Jhelum Valley, and the ponies are pulled up in the Kothala Bazaar.

*D. P. W. is the synonym for Department of Public Works.

The bungalow itself is not visible from below. It stands at some distance above the river, and is approachable only by a bridle path. All baggage has to be carried up by coolies, a most inconvenient arrangement for travellers arriving in wet weather. A driving road up to the stage would be a boon to travellers, as numbers of visitors halt here going and coming. The postal and telegraph offices are now located in the new bazar near the bridge at some height above the road.

The bungalow here is a very good one. It contains four sets of rooms and bath-rooms. Outer wire doors in front and behind. Handsome stone fire-places have lately been added. The traveller should note that punkhas are swung here, and that in summer, the intense heat of Rawal Pindi and Kohala, are much on a par. The house is fully furnished. The present caterer produces some of the finest potatoes in India, grown at Nathia Gali, on the heights above. A spring of drinking water has been conveyed by a pipe for general use opposite the bridge. No carriage is procurable here, nor do any arrangements exist for coolies, dandy bearers, &c., a condition severely commented on by travellers in D. B. Book. Empty ekkas might be available, but the traveller should clearly and finally understand that all through arrangements must be made at either terminus, Murree or Rawal Pindi. For travellers marching in by stages, I advise camel carriage, though carts, like bullock-carts, are the bugbears of the tonga driver and the impetuous traveller.

Regarding the return journey, Kohala to Rawal Pindi. In January 1892 I drove direct to Tret in $5\frac{3}{4}$ hours, lunched there, and arrived in Rawal Pindi at 5 P.M. Road in most perfect order and ponies not overworked, and no snow had then fallen.

Kohala to the Galles.—Bridle road, Kohala to Nathia, ~~July 15 miles, July 1900~~

Left Kohala 6.30 A.M., reached Nathia Gali 11.15 P.M.

Road starts from behind the dák bungalow, passing above the mail pony stables, and zig-zags steeply uphill, facing the river for about 2 miles, rough and very stony in places, but practicable for a trained pony. At 2 miles, Bakot, a Police Thana in the Hazara district is reached, where ordinary supplies are procurable. Passing through the village, the road ascends by zig-zags, and, eventually turning a corner, strikes the right bank of the Bakot Kas, the ravine which separates the mountain known as Miyan Jani from Mochpuri. The road now becomes easier and better, though often above a steep precipice, and in some places it is safer to dismount. About three miles above Bakot, one enters the forest, and the last 8 miles are through grand pine forest chiefly silver fir, *abies webbiana*. Six miles above Bakot is the small hamlet of Seri, a mile beyond which is a great oak tree (*rhin, quercus annulata*), the largest tree for many miles around, known on the country side as, Rustam. Five miles further, the road rises to the crest of the Gali range at the west end of Nathia Gali, the watershed dividing the Jhelum from the Punjab side. For the last mile and a half the gradient is very steep.

From the watershed, the path descends and strikes the main road at the Bazar of Nathia Gali, which is about $2\frac{3}{4}$ miles distant from Doonga Gali, whose dák bungalow is visible ahead. An hotel was opened at Doonga Gali in 1900. From the watershed also a bridle path leads to Kalabagh Mountain Battery Station, $1\frac{1}{2}$ miles ahead, as well as to Baragali Mountain Battery Station, $1\frac{1}{2}$ miles further on.

It is advisable to start early from Kohala, as the first 5 miles are on bare hill-sides exposed to the sun, and the road is trying. For the last eight miles, the road passes through magnificent forest, which gives perfect shade throughout the day. This part of the road is a very pleasant and picturesque march, and were it better known, would no doubt often be followed by enterprising travellers in search of the picturesque, or of ferns which abound in every variety, the hill-side above being clothed with them. A hotel is conveniently situated at Doonga Gali; another, half-way on to Murree. The road from Doonga to Murree, about 16 miles distant, which follows course of the water pipe, is level, and runs through some charming scenery. Baggage animals between Kohala and Nathia Gali should be lightly and carefully laden, for the gradient is tremendous, 6,000' feet in 14 miles to the ridge. In reversing the journey Nathia Gali to Kohala one's legs are apt to ache for some days after. Water should be taken for the first 6 miles. Doonga and Nathia Gali are considered much cooler and healthier hill stations than Murree, but they are quiet and rural. Abbottabad is $10\frac{1}{2}$ miles distant from Nathia Gali, the stages are Nathia Gali to Bagrotah D. B., 10 miles; Abbottabad, $10\frac{1}{2}$; the last $5\frac{1}{2}$ miles being a driving road.

Between Kohala and Jhelum, the river is crossed by several ferries. The nearest to Kohala is that of Kopudda. To reach this, one returns Murree way to stage 2, Bhandi ($7\frac{1}{4}$ miles). Beyond this stage, a track leads for $1\frac{1}{2}$ miles down the gorge beyond, to the right bank of the Jhelum, where one strikes the remains of a fairly good 3-foot hill road, made by Colonel Hall, Deputy Commissioner of Rawal Pindi, years ago, and the ferry is about $2\frac{1}{2}$ miles ahead. This note is added as the path leads to some of the fishing pools of the Jhelum. The ferries are (1) *Kopudda*, (2) *Malot*, (3) *Kambatani*, (4) *Lachman*. Beyond, Kopudda however, the road is now unridable, and in the summer the heat is terrible.

(As Kohala is the last stage in British territory on the threshold of Kashmir, I quote an entry made in D. B. Book by an irritable traveller, Col., Mrs. and Miss F. 7-1899.

Remarks :—“I have only to say that I am thankful to be out of Kashmir again, and I would advise no one to go there.” So be forewarned, fair reader.)

Kohala to Srinagar. Distance 132 miles, a rise of 2,000 ft. 5,250 ft. 3,250 feet in 132 miles.

The distances are divided into nine marches and 24 dāk stages, as follows :—

Marches.

	Name.	Height above sea-level.	Distance in miles	Remarks.
1	Kohala to 2,000	Dalai ...	2,181	12
2	Domel ...	2,319	9	21
3	Ghari ...	2,754	13 $\frac{1}{2}$	34 m. 2.
4	Chakoti ...	2,780	21	54 m. 6 f.
5	Uti ...	4,425	13 $\frac{1}{2}$	69
6	Rampore ...	4,525	13	82
7	Baramulla ...	5,150	16	98
8	Srinagar ...	5,630	16 $\frac{1}{2}$	115
9			17 $\frac{1}{2}$	132

Dâk or Postal Stages from Kohala.

	Name.	Total distance in miles.	Remarks.
Kohala to			
1	Perura	6	
2	Dulai	12	D. B.
3	Chahwah	17½	
4	Dhana	22m. 6f.	Domel 21.
5	Kerowli	28m. 6f.	
6	Ghari	34m. 2f.	
7	Sar	38m. 6f.	
8	Hatian	45m.	
9	Chenars	50m. 7f.	
10	Chakoti	54m. 6f.	D. B.
11	Aroosa	60	
12	K'algai	66	
13	Uri	69	D. B. 68½.
14	Rajrawain	74¼	
15	Urambu	80m. 1f.	D. B. Rampore 82.
16	Naoshera	87m. 3f.	Longest stage on road.
17	Kachihama	92m. 4f.	
18	Baramula	98	D. B.
19	Dilnä	103	
20	Balgaom	108m. 4f.	Fort Hari-Parbat just visible.
21	Patan	115	D. B. Good spring.
22	Singpura	121	Looks into Sind Valley, N.
23	Chuck	126	
24	Srinagar	132	Hotel, D. B. now closed.

1 Kohala to Dulai—

2,000, feet rise to 2,181, distance 12 miles.

Two dâk stages.

Immediately below the bungalow, an iron girder bridge resting on two stone piers, with a low railing on each side, conducts the traveller across the River Jhelum

into Kashmir territory. At the bridge tolls are levied from all that cross, pedestrians, coolies, animals. The tonga fees are as follows :—

British side, Re. 1.

Kashmir, Re. 1-8 at Custom house beyond bridge. No further fees are now taken. The handsome suspension bridge built in 1871, was, in common with every bridge in Kashmir, with four exceptions, carried away in the disastrous floods of 1893. The new bridge completed in 1895, stands 200 yards higher up stream, and is located far above any possible future flood. The cost Rs. 1,20,000 was shared by the Kashmir Durbar with the British Government.

On the far side the traveller enters the new Jhelum Valley Road, the Grand Trunk Road connecting Kashmir with the Punjab. This road reaches Baramula by the left bank of the Jhelum with an easy gradient of 3,150 feet in 98 miles.

This great work commenced in 1880 may be said to have been completed, and informally opened on September 10, 1890, when His Highness Pertab Sing, the Maharajah of Kashmir, was driven through from Baramula to Kohala. The road was commenced and completed by Mr. A. Atkinson, Engineer to the Kashmir State, as far as the 54th mile, short of Chakoti. A few miles, at the Kashmir end, from Baramula, were also constructed by him on the right bank of the Jhelum, it being his original intention to cross from the right to the left bank opposite the 66th mile, than saving the great detour now involved above Uri. The present alignment of the road from Chakoti to Baramula was made by Mr. Farrant, Executive Engineer, and a great deal of the work between Baramula to Uri was carried out under his orders. In November 1889, the final completion of the road fell to Mr. E. G. Hebbert, the whole being under the superintendence of General de Bourbel, R. E., Chief Engineer, Kashmir. From Chakoti on, the actual work was carried out and completed by a firm of

contractors, Spedding, Mitchell & Co., whose solid and lasting work, was in former days, locally as well known, as the proverbial hospitality extended by them to all-comers, at their house at Uri. This latter part, from Chakoti on will afford the traveller plenty of food-for observation, wonder and admiration, I may say awe, as he passes under some of the most stupendous cuttings in India both in solid rock and conglomerate. Hitherto few accidents* have occurred to

* Within the last four years, however, several have occurred to tongas, though no European has been killed. They all happened before the protecting stones and walls were put up on the khud side. Also, formerly, the tongas were run with one pony in the shafts and another attached outside. Now all are fitted with the curriole bar as on the Simla line, and the traveller need not alarm him or herself.

The first accident occurred at mile 63, or one mile short of Kohala.

Three tongas were returning empty, Kohala to Murree. At mile one, a man sitting on the road (hill-side), suddenly rose up with an open umbrella. The river was in high flood at the time. The near pony shied, and went over the bank, and the coachman, tanga and one pony were swept away and never seen again. The syce and the off pony escaped. The coachman now always shouts to men to close umbrellas.

The second accident occurred close to the Bandi stage, 8 miles out ; the ponies had just started, when they were frightened by falling stones kicked down by some goats on the hill-side above. They shied to the right, and the tanga went over, falling into a field some 50 feet below. Col. H. and the coachman sitting in front were very severely injured, Mrs. H. and Mrs. P. sitting behind were just able to jump out and escaped.

The third (a fatal) accident occurred at mile 58, 6 furlongs, from Murree. While going towards Bhansi stage, from Murree, a pair of ponies were met returning from Kohala. The coachman effected a change for convenience. It unfortunately proved that these fresh ponies had not been trained to go down-hill. They bolted and coming round a corner full pelt, they went over the side, clearing a tree and dropping two hundred feet. The syce, coachman and ponies were killed and smashed up, as was the tanga. The occupants of the tanga escaped, the lady sitting in front miraculously. As the tanga was in the act of going over, the man behind called out, "Jump." With her umbrella in one hand, she gave a spring, fortunately clearing the side, and escaping certain death. The lady and gentleman behind jumped out. On this day, the heat of the sun was very severe, the retention of that umbrella helped to save the ladies from sunstroke.

mar the pleasure of this tonga journey, though many visitors must have experienced, and many yet have to experience the feeling of relief, at clearing many awkward spots, as much from the overhanging rocks above, as, from the giddy depth below.

The construction of this road has cost many lives. Between Chakoti and Baramula, during a period of four years, fifty-four men were killed—the majority by falling over precipices while at work, a few by rocks falling from above, a few by explosions. The hardest work, *viz.*, rock-cutting, was done by gangs of Pathans, who proved excellent workmen, but showed reckless regard to danger. Twenty lives in addition are said to have been lost from the effects of snake-bite in the cuttings required to take the road round the point beyond the Kachema Plain to Baramula, between 93 and 95 miles. Most of the cases actually occurred at the corner of the headland, and the mail drivers tell me, they frequently see snakes crossing the road. Black cobras have been killed at Uri.

Speaking generally, the landscape, as regards mountain views or forest scenery, is comparatively tame, while the ears of the traveller are constantly jarred by the eternal roar of the rushing Jhelum, whose deafening sound is perpetually heard as far as Kachema, 92 miles, with a few exceptions, as the approach to Domel $20\frac{1}{2}$ mile, at Sar $38\frac{1}{2}$ mile, Chakoti and Uri.

The noise at Barsala $1\frac{1}{4}$ mile, Dulai 12, and Domel $20\frac{1}{2}$ is especially loud, these stages being very close to the river. Some people like this perpetual noise, but most will often enjoy the little respite allowed at the above places.

Beyond the Kachema Plain, that is, from Baramula for the first five miles, the river flows almost silently along. Where the gradient increases the roar commences. Some of the rapids are a really grand sight with the river in full flood, especially, beyond 7.4 miles.

Travellers are reminded that severe heat is experienced between May and September, as far as Chakoti or even Uri. Between Kohala and Domel $2\frac{1}{2}$ it is well to start early, the hill-side being in shade up to 9 A.M. From Domel on, the afternoon offers shade on the left bank owing to the change in the direction of the road.



After crossing the bridge, the direction is nearly due north for $\frac{3}{4}$ mile, the road then turns to the right passing through the first cutting opposite the first mile-stone. In the snug little corner, $\frac{1}{4}$ mile ahead, is the Barsala Bungalow, the first rest-house in Kashmir territory, now H. H. the Maharajah's Guest House. The situation is a very hot one, and the noise of the waters distracting. On the steep hill-side above the bridge, in the corner, runs the old short track to Ghari.

A little beyond Barsala is the first tunnel, a small one cut through very hard rock with a little bridge beyond. There is a pretty view from this bridge, and many photographs and pictures have been taken here. Beyond, are several rock cuttings with good back-views; at $3\frac{1}{2}$ miles the small Shahdera plateau is crossed, whence a huge pyramidal snow-capped mountain, Makrahgunga, comes in sight. This mountain lies up the Kishengunga Valley, in Khagan, overlooking Domel, and is a striking object henceforth in front. Beyond Shahdera is a deep-in and out, and just this side of mile 5, the 2nd tunnel is passed, and soon the well-cultivated plain of Chatter comes in sight. In former years a rather picturesque double-storied rest-house marked this stage, of which not a trace now remains. From Chatter the road descends for a mile by zig-zags to the Agar Nadi, the biggest stream between Kohala and Baramula. This torrent is now crossed by a bridge built partly of iron girders and partly of wood. The Agar is a powerful and dangerous stream. When in flood huge boulders are carried over its bed,

and the noise of these stones dropping into the Jhelum may be heard at some distance.*

The pedestrian may here note that at the 7th mile-stone "Chattar," a short cut branches off, follows the bed of the Agar Nadi, until a spur near the source of the stream is reached, from whence the path drops down to Ghari. This march may be accomplished in 11 hours and may be ridden in parts. The distance is 10 miles.

Kohala to Ghari by short cut is ...	... 23 miles.
" " New road is ...	... 34½ "

The road now runs comparatively close to the river to another hill stream. Though draining a comparatively small area, this nala becomes a tremendous torrent in heavy rain. It was formerly crossed by a bridge resting on four iron stanchions, which for several years stood the test, until the autumn of 1891, when the whole structure was clean swept away in a flood. So high was the flood that the water rose to the level of the bridgeway, and the small flour mills on the right bank, worked by a diversion of the stream from above, were also destroyed. These water mills are, I think, the first of the kind met with on this route. In the next march such mills will be noticed worked in a bend of the Jhelum (19 miles), and farther on they will be observed in nearly every side hill stream, the whole culminating in the splendid water saw mills at Buinyar. A temporary bridge was put up here for Lord Lansdowne's visit in October 1891, which has, since January 1892, been replaced by a fine permanent structure.

The Dulai Bungalow is exactly below the 12th mile-stone. It is hidden from view until close at hand. Built of stone, it is surrounded by a charming verandah, with handsome fittings, fire-places, baths, &c. Its accommodation consists of three bed and bath-rooms, one common room, all with fire-places. This, as well as the bungalows at Domel and Ghari were built and occupied by Mr. Atkinson during his construction of the road. As a staging house it is quite a gem. It

was christened "Honeymoon Cottage" by Lady Ripon who, with the Viceroy of India, had lunch here in 1883. The gum trees, planted around in 1882, are thriving well. On 21st September 1900 nine trees were standing. Bungalow fully furnished, English stores, wines, and khansamah.

4. Dulai 12 ; to Domel 21—

Distance 9 miles. Dak stage at Dhana 1½ mile above Dorhel.

At the start, in the corner, a small bridge is passed. A little ahead two pretty cascades fall one into the other on the opposite bank. At 13½ miles, the high mountain, locally called Mukra, comes in sight a striking feature of the march. This mountain stands in Afghan territory on the right bank of the Kishengunga. Two miles ahead, at a sweep in the Jhelum, some huge rocks will be noticed buried in the left bank of the river. The huts seen ahead beyond 15½ miles mark Rara, where, in former years, the old rest-house stood. The site is now ploughed up and forgotten. Exactly opposite the huts here, the Nainsook river, rising amidst the snows of Khagan, issues from the deep gorge opposite to join the right bank of the Jhelum. The roar at the meeting of the waters is very great. The Nainsook defines the boundary between British and Kashmir territory on the right bank. Beyond this point, the 16th mile, both banks are in Kashmir territory. 400 paces beyond the 16th mile-stone, low down on the opposite bank of the Jhelum, but above flood water-mark, the traveller will notice a solitary and, I believe, the only palm* tree seen along this route. At 17 miles a large wedge-shaped mass of hills appears ahead. As the road winds in and out, these landmarks are lost to view, again showing themselves. Just ahead of Chaliwah,

* Destroyed by flood of 1893. The stump remains.

18th mile stage, beyond a small tunnel, what may be called a perpetual landslip is driven over. This slip, a source of constant trouble and expense to the engineer, is said to be continually kept moving by the action of deep springs loosening the soil. Beyond the slip (17 miles 6 furlongs), a tunnel longer than any of the previous ones is passed. This tunnel measures 76 paces. It leads directly on to an iron girder bridge, put up to replace several structures previously washed away which has, for years, been an awkward bit of the road, having many times been carried away. A bridge swept away on this road is a much greater calamity than a hill-side or the roadway itself slipping.* Beyond 19 miles, the Jhelum makes a curve to the right, and the road leaving it crosses the tongue of land fitting into the curve. A short distance beyond, a big sweep is entered by some hard cuttings, the road being in view some distance ahead. Beneath, on the left, a back-water has formed a deep pool, where great numbers of logs collect, some of which are stored in a dépôt above. The water mills worked below on the right bank of the river are seen from here. Beyond the tunnel, towards Domel, the visitor may notice the curious look of the two semicircles of hills on his left, into which, the flat tongues, crossed by the road, fit as it were. They are very perpendicular, with sharp conical points. Huge landslips have frequently occurred, and the whole hill-side in places looks ready to crash down and block the whole stream. He may also have noticed that the formation of the earth has changed from the Murree group into rocks abounding with limestone and shale. Very superior lime is made of this stone. Beds of excellent

* In September, 1890, between 3rd and 4th stages, two bridges, 400 yards apart, were washed away, both apparently destroyed by the impinging action of the water, against the lower abutment. No. 2 had stood for years.

fire-clay are also found in parts of the strata, specimens of which have been sent by Mr. A. Atkinson to the Lahore Museum. The shale is also peculiar, and at a distance very much resembles coal. It, however, contains no carbon, and is only made use of for dyeing native clothes, which it does nearly as effectually as indigo. A dyke of yellow ochre, half stone half clay, may be seen running straight as an arrow past Domel, and for miles up and down, crossing the river and road several times. The dark shale mentioned is, I think, first seen on the side of a nala, on the opposite bank of the river, facing the entrance of the tunnel. On the table-land above, 19—20 miles, is the flourishing village of Amber, associated, in the old track days, with a deliciously cool spring of water. In the spring and after the autumn crops are cut, good partridge shooting is to be had here. Beyond 20 miles the road crosses a second plateau, passing the village of Shelter, from the far end of which a pretty panorama up the Kishengunga Valley comes in sight. Straight ahead stands a Mogul Serai : beyond and apparently continuous with it is the prettily-posed town of Mozufferabad, situated on a high plateau, backed by orchards on the left, with sloping mountains on each side, while towering above and filling up the background is the fine mountain, Mukra, its summit clad in snow. Close below, rushes the Jhelum, and above it are the State houses at Domel. Beyond mile 21 the roads descends to the Dâk Bungalow ; where travellers often halt for tea, or lunch, on their way to Ghari. The changing stage is at Dhanee, 23 miles, and therefore a mile and a half beyond Domel, forming the only little objection to halting at this charming spot. Domel, which means "the meeting of two," was founded in the eighties by Mr. H. Atkinson, formerly State Engineer. The charming dak bungalow built here by him, with much taste, was swept away by the disastrous floods of 1893. It exactly faced the meeting point of the Jhelum and Kishengunga rivers, a tongue of

land intervening. The large volume of the Jhelum seems, as it were, to force the clearer greener water of the smaller Kishengunga to one side under the rocky bank opposite.

The handsome steel cantilever bridge, erected at a cost of £60,000, and formally opened by Sir F., now Field Marshal Earl Roberts, v.c., of Kandahar, in April 1889 was also carried away. The picturesque Engineers' cottage hidden by bowers of roses ; the great workshops with powerful machinery moved by steam ; the two piers that ran out into the river ; all are destroyed, together with 27 gum trees.

The present bungalow has been constructed some distance round the bend, and well above the line of any future flood. It contains six rooms and bath-rooms, one common dining-room and a portico-room. The new look-out is, however, very poor compared to the old one. Close by is the telegraph and post office, and beyond, H. H. the Maharajah's guest house. The house is completely furnished, and well supplied with Europe stores, wines, including those of Kashmir. Although the great bridge was carried away, the masonry abutments on each bank escaped, and, have since been repaired and raised, to receive a new structure. In the meantime, the Jhelum is crossed by a temporary wire suspension bridge.

Mozufferabad.—The capital of a province extending from Kohala to Baramula, forms the head quarters of a district of considerable extent. It is situated on a high plateau, extending back up the gorge for a mile and a half. A cart-road connects it with Domel. The town is backed with orchards and gardens. A strong fort guards the north end of the plateau. This fort faces and commands the nala that leads up to the Pass for Abbottabad and Garhihabulla, by the old road, and was formerly of great importance, guarding the road from Peshawar. Time : Domel to fort, one hour. Views

good ; but admission refused without permit from local authorities.

Half a mile from Domel, on the Mozufferabad road, the Kishengunga is crossed by a temporary wire suspension bridge. The new road to Abbottabad leads across this bridge, and after a long detour winds up the hill-side to the pass in the west whence it descends direct to Garhihabulla, 14 miles distant, British territory being entered at 11 miles.

When the Railway system joins Kashmir proper to India, should the line come by this route, its starting point would be Hassan-Abdul.

On the Jammu side, the N.-W. Railway runs to the Tawi Station, close below that capital. On the north side of the river, Tawi, a road aligned to suit the requirements of a narrow railway line, as far as Udanpur, has been nearly completed with the exception of bridges. Along this it is proposed to run an electric Railway, worked by means of water power. The linking up of Hassan Abdul to Domel would alone be of great commercial value to Kashmir. At present the severe ascent to Murree, either way of 5,000 feet is a great drawback to the existing road. The buttresses for a girder bridge over the Kishengunga are complete and the Domel bridge could also be fitted with girders. The distance between Hassan Abdul and Domel, and Rawal Pindi and Domel are nearly the same, but the Murree road is, as a rule, annually blocked by snow for several weeks.

A grand old Mogul Serai overlooks the Kishengunga suspension bridge and guarded the ferry of former years.

¹Two hill or pagadidi roads, or rather tracks, lead from Domel to the Kashmir Valley.

A. Follows the Kishengunga Valley, and finally joins the Kohab road, entering the valley from the west. The marches are all more or less difficult, and are only frequented by apartment. Markhor have been bagged on or from this route.

The marches are as follows :—

No	Marches.		Miles.	REMARKS.
1	Domel to Nundiri	...	14	
2	Dunna	..	10	
3	Purtan	..	10	
4	Panjkot	...	12	Titwal, Tahsil half way
5	Kaina	...	12	
6	Drungtari	..	15	Pass, 10,400 feet, crossed in march.
7	Panzgam	..	12	
8	Tregam	...	8	
9	Chogul	...	12	
10	Sopor	..	15	
11	Srinagar by boat	...	..

B. The second route is still more rough and difficult.

From the Domel Bungalow a track will be seen leading up the steep mountain-side on the right, between the bridge and Mozaffersabad, nearer the latter. This is the starting point. This path leads over the mountains overlooking the right bank of the Jhelum, skirts the Kathai Nala, the Kaji Nag Peak, and finally descends and joins the valley above Baramula, where again the path is visible to the eye from a considerable distance. This is only fit for sportsmen. Ponies can be taken part of the way. No supplies; gojars met with. It, however, passes within near reach of good sport. Baratnia, report says, can be reached in four days only.

3. Domel 21 ; to Gathri 34 miles 2 furlongs.

2,319 feet rise to 2,750, distance 13 miles.

There is nothing in particular to note in this march. The direction of the road changes and continues in a south-east and east direction. After crossing the bazar and a pretty alcove on the right filled with trees, clustered around a little drinking spout, the path leads in hill out, passing under some very overhanging craggy rockings of conglomerate, with a well-cultivated

stretch of land on the left. Opposite $26\frac{1}{2}$ mile stands a juniper tree, the first of its kind, its dark-green hue set off by the morning sun. This tree forms a striking mark from a distance either way, and used in former days to show the weary traveller his near approach to Tindali stage. It indicates the side of the once flourishing stronghold held by a rebellious chieftain, defeated and slain by Golab Sing. On the opposite side of the river are well-marked fans of land or plateaus, intersected with deep ravines. Short of 27 miles are difficult cuttings which lead on and over a level, to the left of which, nearly parallel with the river, is the plain ($27\frac{3}{4}$ miles), on which stood the old Tindali stage. Not a sign of this is now visible. Opposite here the river dashes and bounds along to form some fine rapids. Formerly a native used to earn a precarious livelihood by swimming these rapids on a *mussuck* for the amusement of visitors. On the other bank, a group of small pines stands out prominently on the crest of a slip. Between Kohala and for some distance beyond Domel, the hill-sides are comparatively bare or clothed only with shrubs. Now pines and other trees fill in the landscape. The Ghari Bungalow, opened 1888, is visible about $\frac{3}{4}$ mile off. It is built on the west end of what may be called a fine plain for these parts, and is as charming as its predecessors. It contains seven bed and bath-rooms, one common dining-room, fire-place. Yet even this accommodation falls short of the requirements during the season. English stores, wines, &c., are procurable. Exactly facing it is the village of Hatian, occupied chiefly by Sikhs, and built on red rocky sandstone, no doubt a very hot spot; the inhabitants spending a great deal of time in the Jhelum, washing themselves and their clothes. The winter climate at Ghari and Domel is perfect. Behind the bungalow stands the first chenar tree visible, I think, from the main road. Two others, together with eight eucalypti were planted by Mr. Atkinson. There are, however,

several reported growing at Mozufferabad. When the evening shadows are falling and lengthening, the views, east and west, up and down the river from Ghari are striking. Looking up the river in the distance is the Jhula or rope bridge, with an island of trees in the bed of the stream. Beyond it, rises a detached hill partly filling in the rear landscape, and this hill over-looking the village and tank of Sar to be passed on the morrow. The ridge beyond, running right across the view, marks the Hatian Nala and stage. Turning west is a fine stretch of the river tearing along, overlooked by the fans of land dotted with small pines, and steep hillsides above. The plain of Ghari extends for nearly a mile. It is commanded by steep hills,—hardly mountains rising 1,400 feet and terminating in a peak, Pag-Sir. About opposite the rope bridge, say 500 yards above the bungalow, to the right, on the summit of hill, the traveller may notice a solitary tree surrounded by a chabootra, visible to the naked eye. This marks the point where the short cut from Kohala and Chattar, mentioned before, drops down to join the main road. The passage of the Jhula or rope bridge that spans the Jhelum here will be watched with interest by those visitors who have never seen, much less crossed, a rope bridge before. This and the Jhula, a mile beyond Rampore, are both comparatively easy. The Uri bridge is a good test. Sportsmen visiting the northern and eastern parts of Kashmir will certainly have to negotiate one or several of these bridges. It is curious fact, (I have myself witnessed it,) that some of the boldest crag-men, men who can face the most ghastly precipices, have an aversion to crossing this bridge. It is said in the neighbourhood of Gilgit, that inability to cross this kind of bridge has kept people practically confined to the district of their birth. Nervous people who must cross, generally have their eyes bandaged, and are conveyed over pick-apack, or tied in a kilta and carried as a load. The most difficult to cross are those fixed

higher to one bank than the other, which causes greater oscillation. A strong wind is dangerous and often stops traffic. The creeper fern is found near and about Ghari. It is rather uncommon, and somewhat resembling clematis is easily overlooked. Some big fish have been landed at Ghari up-stream, *attah* being used as the bait.

4. **Gari**, 34 miles 2 furlongs ; to **Chakoti**, 55 miles 6 furlongs, distance 21 miles 6 furlongs, 2,750 feet to rise 3,780.

Starting from the bungalow, the bazar and dak stage are passed on the right, and to the left the Jhula bridge and the island in the river. At the end of the plain is a grove of trees where stood the old bungalow. Beyond this grove, near the bed of the river, another chenar is seen, and soon the Fort of Dopatta,* with a fine chenar overlooking it, is passed on the left. The road now rises somewhat, (leaving the river, which making a great sweep to the left is out of sight and sound), and approaches a high hill in front. This hill lying right across the line of the highway was tunnelled by Mr. Atkinson at $38\frac{1}{2}$ miles. The tunnel was the biggest on the road, measuring 100 yards. It was used for some years, until drops occurred, and it was finally closed for traffic in the winter of 1890. It has now completely fallen in, a very great pity, as in consequence, a considerable detour with ascent and descent has to be made. The alignment with zig-zags is now fairly easy, but the rise and fall is a drawback. I have twice driven, and walked through the old tunnel and the saving in time, collar work, and temper was enormous ; so that one wishes a cutting could yet be made in lieu of the tunnel.

Another fine juniper tree (the only other, I believe, seen on this route), is visible high up on a plateau, on the right front, for a minute between $38\frac{1}{2}$

* Fort pulled down in 1899. The chenar survives.

and $38\frac{1}{2}$ miles. It marks the position of the Chikar Tahsil.

At the foot of the Kotal, the village of Sar comes in sight, and the road leads across a good plain with a miniature lake or swamp on the right, to the new stage just beyond. It then enters a deep ravine with conglomerate cuttings standing a hundred feet above the road. This troublesome gorge is now spanned by an iron girder bridge with an 80-feet drop. Leaving this ravine by a small cutting the road crosses a plateau; looking back from which the traveller may observe the juniper mentioned before, and other trees which mark the Chikar Tahsil. Beyond Sar, a deep in and out, over $1\frac{1}{2}$ mile in extent, with several minor nooks, high cuttings above and a deep drop below is crossed, and so the road continues to Hatian stage. Formerly, a stage house existed here in the hollow below near the trees.

The Hatian stream is now crossed by a fine iron girder bridge.

The traveller who does halt at Hatian should visit, and, if he is venturesome, essay the passage of the solitary rope bridge that spans the Jhelum (the only one of its kind.) He will reach it from the main road, 200 yards beyond 45th mile-post. The descent to the platform is somewhat difficult. The traveller effects the passage sitting in a loop attached to a fork that plays on the rope. The crossing is worth witnessing, but loses by description. In the pool below men swim across the Jhelum.

Beyond Hatian Bridge, the road curves to the north, and then turns sharply to the right entering once again the gorge of the Jhelum. Half a mile from the corner, the single rope bridge should be looked for below. It is visible from a point in the road. The drivers know the place, though they very seldom volunteer information, and know few landmarks. A small cluster of huts on the opposite bank far below marks the point where the rope is attached. Three miles beyond

Hatian, a side road leads up to a plateau where the foundations of a bungalow were laid in 1889. It is unlikely that this stage house will be completed. Beyond this plateau lies the Neli gorge. This deep nala, with high rugged banks, is crossed by an iron girder bridge.

Half a mile beyond Neli (47th mile) on the right opposite bank, is the Kathai nala, with high rocks on each side flanking the entrance, where the water has run a passage through.

[This nala holds, or rather, did hold, Markhor, the grand goat whose horns are considered the trophy of Kashmir sport. Sportsmen will be interested in hearing that in this nala some three marches up, in the spring of 1884 the late Major Shirres, R.A.,* made a wonderful bag of Markhor. One perfect head, measuring 59 inches, a second 51, and three others over 40, a record that will be difficult to beat. In the spring of March, 1885, at Hatian, I met an officer hurrying on to gain this nala with its newly-earned honours. Though working hard, he saw no Markhor.]

Between 48 and 49 miles a waterfall is seen in the corner of a pretty mountain glen on the right. Beyond this the road passes under some high and awkward cuttings of conglomerate which much overhang the road towards the "Chenars" stage, 50m. 7fur. When approaching this stage, really opposite 50m. 1fur., the traveller will notice a very serious landslip on the right bank of the river. This slip occurred in March, 1891. It is said to have fallen right across the river, blocking the flow for two hours. The road engineer who visited it a few hours after, told me that the waterway was only 10 feet across. In the next march several other ugly-looking landslips will be observed all in the right bank, where, in two places, it seems wonderful that actual blocking has not taken place. For descriptions of the blocking of the River Indus, by a hillside giving away below Bawanji near

* This gallant officer was drowned while fishing in one of the Terai Rivers, 1900.

Gilgit, see Chapter on Gilgit. The "Chenars" stage is marked by two lofty chenar trees between which the road runs. It is probable a bungalow will be eventually constructed here, and Chakoti done away with. The "Chenars" stage is midway between Ghari and Uri, 17 miles each way. Above the dâk stables, on the right, the traveller will see a very steep track zig-zagging up the hillside and disappearing in the forest above. This is the old pagdandi path, the high-road of days that are gone, where the panting traveller toiled almost prependicularly up the spur known as Koh Danda, 1,000 feet above the stream, a giddy height to look down on. At the highest corner many fatal accidents happened to baggage animals, and the baggage was not always recovered. The Chir Nala lies just beyond. From this point the road ascends rapidly with a rise of about 60 feet per mile, traversing pine forest, and passing some very dangerous cliffs and cuttings. Near 52 miles the road turns a corner under a very nasty high cutting, and in a deep nook beyond, the lovely, cool waterfall of Jaskool comes into view. A cascade in two leaps falls gracefully into a pool some twenty feet above the road, whence it dashes on under the highway bridged over it, spraying the traveller as the tonga moves past. The old route passed hundreds of feet above this fall, and the traveller in consequence missed this, the cascade of the road. Beyond Jaskool the road passes under dangerous cuttings that have caused a great deal of trouble and anxiety on account of the loose nature of the soil and the steep angle of the hillsides. The roadway is placed at a considerable height above the river with a very straight drop below. At such places the protective walling, an important feature on the Kashmir side of the work, relieves the passengers of anxiety. Beyond 54 miles the cuttings are easier, and soon ahead high up on the right, the whitewashed bungalow of Chakoti comes into view perched on a small spur overlooking the road.

• Though not prepossessing in appearance, the old bungalow is better than it at first looks. It contains four furnished rooms, bath-rooms, and fire-places. Three rooms are fitted with punkhas, for the summer heat is considerable. In front is a large detached wooden shed built for H. E. the Commander-in-Chief in 1889. English stores are procurable here. The dâk stage is on the plain about 100 feet below. About half a mile distance from the bungalow an easy Jhula or rope bridge, put up in 1901, crosses the Jhelum, which sportsmen may note.

5. **Chakoti**, 55 miles 6 furlongs ; to **Uri**, 69 miles 5 furlongs.

3,615 feet rise to 4,425 ; *distance*, 13 miles 2 furlongs.

The rapid rise to Uri should be noted. The ponies are changed twice : (1) at Aroosa, 60 miles ; (2) at Khalgae, 65½ miles, whence the rise to Uri is severe in 3½ miles.

In this march the traveller will have plenty of food for contemplation as he passes above some of the most awkward drops and precipices imaginable. He will appreciate the protecting rails on his left, and he will probably breathe freer when the Khalgae stage heaves in sight.

Below Chakoti Bungalow the road crosses a level plain, and enters the deep gorge of Tabarabad under some ugly overhanging conglomerate cuttings. Tabarabad is the first of the five great nala that exist between Chakoti and Uri, irrespective of several smaller ones. This nala is crossed at 57 miles by 90-foot span cantilever bridge, put in in 1890, with four lattice girders resting on solid rock. The drop is 60 feet, and the approach to the bridge is at an awkward angle.

The Opi plateau is crossed soon after, and traversing a shallow cutting, the road enters the Opi Nala, a very wide and picturesque mountain glen, well wooded on its upper slopes. The Opi Nala is crossed at a point

which gives least curve to the road by a deodar bridge resting on one central pier.

Though in ordinary times the discharge of water is small, very heavy floods occur here, owing to the nala draining a large area. Beyond Opi, olive trees grow in profusion on the hillsides, and the cuttings are easier up to $58\frac{1}{2}$ miles. Here the river makes a sweep, through the narrow gorge of a Baranbut (59 miles), under hard rock cuttings with curious upheaval formations on the opposite bank, very close here. This used to be an awkward place and gave much trouble. The road at this point is really artificial, being supported by an immense retaining solid wall nearly 60 feet high for a distance of over 200 feet. On the opposite bank (right) hardly above flood line, are a number of chenar trees, a small variety. Above this point is the plateau on which stands the village of Aroosa. The wilder scenery commences here. Just short of the stage Aroosa, 60 miles, the river gorge continues very narrow with formidable cliffs towering up on the far bank. In the middle of this spot several landslips have taken place, the *débris* partly closing the gorge, and looking as if another good slip would complete the block, and perhaps retransform Kashmir into a lake. The Aroosa stage with four poplars in front of it, is in a small quiet gorge above the bridge, crossing the Chakra Nala, $4\frac{1}{2}$ miles from Chakoti. From this point to the next stage the traveller may prepare himself for the bits of the road. The construction of the next four miles cost immense labour, expense, and much loss of life, and the traveller can hardly fail to be impressed with the solidity and vastness of the work completed. As many as 54 lives were lost in executing the cuttings passed in this stage. A carriage way now exists, whereas in 1888, a sheer precipice dropped straight to the river. Beyond Aroosa, the road ascends all the way, $1\frac{1}{2}$ mile to Dardkote, chiefly under conglomerate cliffs. The approach to Dardkote is by and through solid rock

cuttings. The Dardkote stream leaves the nala by a deep gorge cut through perpendicular rock.* The River Jhelum itself here tears through a very narrow gap guarded by huge portals of rock ; and viewed from the bridge, the general grouping of this corner is wild and weird in the extreme. Eventually, the Dardkote Nala will be bridged straight across its mouth, a distance of 60 feet with a drop of 150. Leaving Dardkote the road runs under the highest, heaviest, and most costly cuttings of any hill road in India, partly conglomerate cliffs, and partly rock work.† The conglomerate cuttings reach their highest point 250 feet sheer above the road, and beyond 62 miles the rock cuttings extend to 220 feet. Between 63 and 64 miles are the celebrated Buja‡ Danga bluffs. Here for 400 yards the road is cut through solid rock, with a sheer drop below into the foaming river of 250 feet, rock above and rock below, the road at one spot being partly supported by trestles. Near this spot, before railing was put up, an ekka in the dark, conveying a native passenger, drove over the side ; the driver and the pony were killed ; the Babu sitting behind escaped.

The spot known as the Monkey's Leap is exactly opposite 64 miles, where two rocks jut out into the Jhelum towards each other from either bank. If one looks over at this point, the river is seen to take a sharp bend ; and the stream runs between two rocks on either bank where, at a very low water, as in midwinter, it might be just possible for a monkey to make the leap named after him.

* In May 1901 at 61 m. 7f. a bullock cart at night drove over the side and was no more seen ; a small piece of walling, since put up, marks the place.

† The protecting wall on the outside ; the growth of grass, ferns, shrubs, etc., on the face of the cuttings, have much toned down the look of these cliffs, compared to their dangerous and precipitous aspect in 1890.

‡ "Buja, a monkey," "Danga, leap or jump."

Leaving these bluffs behind, the road finally enters a small cutting and emerges on the plateau of Khalgye where the dâk stands. Beyond Khalgye the road is comparatively easy, and the plain, fort, and bungalow of Uri come into view, looking quite close. After crossing a level, with a village away on the right, shaded by chenars which cover some lovely springs of the coldest water, the Islamabad Nala (Uri Kuss) is entered, a wide gorge, a mile and a half in extent. This nala is crossed by a clear span bridge. From the bridge the road rapidly ascends to Uri (passing the first small deodars, in the cliff to the right) and rejoins the Jhelum with a fine view of the Jhula below. It there enters a cutting made to avoid the fort and emerges on the plain of Uri just beyond the dâk bungalow.

Uri consists of a few hamlets grouped on the hill-side to the right. The plain on which the rest-house stands fills a gap in the mountains which form an amphitheatre on three sides. In front are the fine mountains leading up to join the great Kaji Nag Peak which stands 14,445 feet above the sea, a striking object up the gloomy Jhelum gorge.

The old Uri Bungalow, nearly destroyed by the earthquakes of 1885 and by fire in 1890, has been renovated, whitewashed, and is now used as a Postal and Telegraph office. The new and very fine bungalow designed by Mr. Hebbert contains 6 bed-rooms and one common room.

The Gujrat Poonch Road joins the Jhelum Valley Road at Uri by the Namlah Valley. In spite of its open situation and comparatively high elevation, the summer heat at Uri is severe.

6. Uri 6951. ; to Rampore 8241.—

4,425 feet rise to 4,825; distance, 13 miles.

The last eight miles of this march run in part through verdant forests, lovely mountain scenery, and above the

finest rapids in the Jhelum. On starting from Uri, instead of going straight for the opposite point, where the road is clearly visible about a mile distant in the crow line, an immense detour is made up the Namlah Nala. Soon after leaving Uri, H. H. the Maharajah's Guest House is seen, on the right. Just beyond this, the road turns off to the Haji Pir pass 8,500, and Poonch. The pass itself is 11 miles 6 furlongs distant. The highway continues an easy descent, by rocky cuttings to the bridge over the Namlah torrent 1½ miles above Uri. From the bridge the road ascends slowly for another mile and a half, passing under high precipitous and dangerous cliffs, and cuttings that involved a large outlay, to the 72nd mile-stone which nearly faces Uri. The old pagdandi path straight across the stream, still followed by pedestrians, saved nearly two miles. From the point here the general view is good. Below to the left is the wild rocky narrow gorge, through which the river must have cut its way. Beyond it stands the old Mogul Serai, backed by the high mountains that hem in the valley. After clearing the Namlah Valley, the road passes under dangerous cuttings for nearly two miles, with sheer and ugly drops in places, the river running in the giddy distance far below. About 73¾ miles is a narrow awkward bit, one of the tightest places on the whole journey, where the road passes, a gallery by cuttings through limestone rock. The completion of this bit of cutting is said to have given more trouble to the contractors than any other part of the road. Strong wooden railing forms a distinctive feature on this part of the road, and afford a sense of security to the traveller, at points, where a drop must certainly prove fatal.

Beyond the gallery are some grand cliffs, under which the roadway is built up on masonry walls, and so on the stage known as Razrawain 74½ miles is reached. It lies out of sight below the roadway. Henceforth the

road runs easy. The awkward places may be considered all passed, and the nervous traveller can enjoy the lovely scenery in a temperate climate. One now enters the country of that tree of beauty the "Deodar."

For the next eighteen miles, as far as Kachahama or the Little Kashmir plain, the road runs through forests with lovely peeps of the river. From Razrawain, if the traveller looks up and back, he will see on the hillside far above his head, the road of former days, rising 1,000 feet sheer above the stream, and to reach which entailed a wearying tedious climb either way. During the next four miles the great rapids of the Jhelum are passed where the river literally thunders down at a gradient of 1 in 25. At one turn in particular, where a large fan of land on the far bank drives the river sweeping across, the tonga faces and looks down a mass of seething billows, and a delicious cool air, mixed often with spray, strikes cool and refreshing on the traveller's face. Before the changing stage Urambu, 80 miles 1 furlong. is reached, the ancient temple of Pandu Ghur is passed, standing on a small plain covered with ivy and hidden by forest. It consists of an entrance, with a central building inside, approached by a massive flight of steps. It is of very, ancient date. Rampore lies two miles beyond Urambu.

Rampore is therefore not a pony dâk stage, the next being at Nowshera 87 miles, this being the longest stretch on the road, and the ponies when hardworked often get along with great difficulty. For these last two miles the road runs easily, in view of fine basaltic cliffs on the right which continue as far as the Boniar Nala. On the far bank of river (right) several nalaas are seen, which lead up to the ragged crags and grand peaks of the Kaji Nag Range, where dwells the noble Markhor, amidst some of the most difficult shooting ground in Kashmir.

The bungalow at Rampore, originally a barrack, is most charmingly situated in a clearing in the forest

under towering cliffs with lovely views all around. The air here is sweet and cool. In November, 1892, the house was re-roofed, its walls raised. It contains six suites of furnished rooms. English stores procurable. State post office in front. About a mile above the stage the Jhelum is crossed by a Jhula bridge, the fourth* and last. The workshops at Buniyar are well worth a visit. They have been erected amidst lovely and romantic scenery, about $1\frac{1}{2}$ miles above Rampore. They were constructed and designed in 1890 by Mr. Baines.

[The workshops for wood cutting machinery are driven by a 48-inch turbine. The water to run the turbine is drawn from the Bhanyar Nala, and is brought to the workshops by a wooden channel 50 feet long supported on a bank of stones. The pen-stock is of wood with a masonry cistern for the wheel to run in. The workshops themselves are composed of big wooden sheds and contain four circular saws, capable of cutting logs up to 10 feet girth, one vertical saw for cutting logs 6 feet girth, two cross-cut saws, and one planing and one grooving machine, also emery wheel for sharpening saws. A cart-road connects the workshops with the Jhelum Valley Road, and a small bungalow has been erected for the engineer in charge.]

No one can visit these sheds and fail to be impressed with the wonderful simplicity and usefulness of the turbine, and the vast and far-reaching effect of the multifarious works that can be carried on by the diversion of hill streams. Magnificent timber grows on the heights above the workshops.

7. **Rampore 82 ; to Baramula 98—**

4,825 feet rise to 5,150 ; distance, 16 miles.

This march conducts the traveller into the Happy Valley. At the start some remarkable and very precipitous cuttings are passed. Beyond, the road enters the Boniari Valley, which runs back into the Pir Panjal

* Jhula bridges—

1. Ghari.
2. Chakoti.
3. Uri.
4. Rampore.

mountains under the name of "Sellar."* The beautiful nala is hemmed in by fine mountains, clothed with grand pine forests, and backed by high rolling plateaus in the direction of Gulmarg and the great ridge of Apharwai, 13,000 feet odd. Below the workshops (83 m. 6 fur.,) the stream is crossed by two bridges connected by a causeway. The neat house commanding the bridge is the State Dispensary. The passage of the Boniar causes a detour of the road nearly two miles in length. Its bed is filled with a forest of elm and alder trees, and the air here is always sweet, cool, and bracing. About a mile ahead, 85 m. 1 fur., the old temple of Panchiah, five *sakeers*, is passed. According to Major Cunningham, this Bhanyar temple is the most perfect in Kashmir : "it consists of a central shrine, enclosed by a quadrangular colonnade, with architraves, trefoil arches and pediments."† The road now runs through picturesque forest scenery, small forests of Deodar, skirting several outlying spurs, and passing over fans of land richly cultivated, many covered with fruit trees, and dotted over with the pretty Kashmirian Swiss Cottage type of hamlet, henceforth so typical of Kashmir, to the Nowshera gorge, 87 m. 2 fur. where the pony stage is. Up this gorge runs a short and difficult mountain path to Gulmarg (a steep burst of near 4,000 feet to begin with), 24 miles distant, and divided into two marches. When approaching Nowshera, the visitor should notice, on the far bank of the river below, the ruins of a fort. This fort was utterly destroyed in May 1885, and affords the first, but lasting, evidence of the direful force of the earth-quakes that devastated Kashmir in 1885, when over 20,000 houses, 30,000 cattle, and 3,000 human beings were destroyed. The great shock

* "Bipat Kai."

† All interested in antiquities, should stop the tonga when passing, and look at this temple. They will then understand what, on a larger scale, Martund was. The curious T-shaped Keystone of the arch, is in position, on the south side of the central temple.

occurred on May 30th of that year, the focus of destruction being near Baramula, where the fort, dâk bungalow, and three-quarters of the town were wrecked, the shocks then passed down the valley, taking this *en route*, and also severely shaking Uri. The stage to Nowshera is the longest on the road (7 miles 1 f.), and during the season the tired ponies feel the extra mile. Two miles beyond Nowshera, the village of Ghantamula is seen up a pretty glen on the right. From here the road descends considerably, and soon after approaches the river near next and last stage, 92 miles, Kachahama, which being interpreted, means Little Kashmir.

This little plain is covered with rice fields, fringed with willows and encircled by hills. The River Jhelum now flowing placidly along makes two great sweeps above, and the road in consequence has to make a considerable detour to reach the headland viewed in the distance. A mile beyond the dâk stage the village of Sheri stands on the right, and through it runs the old path direct to Baramula over the Pass of the same name, this short cut saving at least two miles. The driving road after clearing a low cutting continues on towards the headland, which is $3\frac{3}{4}$ miles from Baramula. There is a pretty back view from here, the river in the foreground, and the high mountains bordering on Gulmerg in the distance, and on the opposite bank a neat village in a corner, by which rushes a little mountain torrent. As the traveller turns the point, he will probably expect a sight of valley, but he has yet to wait. The road passing through a rocky cutting enters a considerable bend, and beyond this a second curve, from the far corner of which, at last, the outskirts of the pretty town of Baramula, which guards the opening into the valley, come into view. The embankment and road passed on the opposite bank shows the line of road originally commenced by Mr. Atkinson. The opposite, or right bank of the river, is much more exposed to

the sun's influence than the left bank. During a really heavy winter, the left bank from Baramula for some miles beyond Rampore, is often blocked with snow, when at the same time the right bank is comparatively clear; the snow that does fall, rapidly melting. The great advantage of a road on the right bank is therefore obvious. As the suburbs of Baramula, a considerable town for Kashmir, are passed, the double-storied houses with lattice windows will be noticed. In winter, these lattices are closed with paper, glass hitherto being rarely used in Kashmir. The Ziarat on the left will attract attention, the enclosure around it presenting a blaze of crown imperial lilies in full blossom in April. These handsome flowers are generally first observed after leaving Rampore, on the steep cliffs just beyond the stage-house. Before this Ziarat is reached, an enclosure overlooked by a fine chenar, is passed on the left, in which is a sacred tank, and a lovely flow of spring water.

The town of Baramula on the opposite right bank of the river with its fine embankment and bridge beyond, now comes well into view, and gradually the grand snow-capped mountains that enclose the vale. The town is built below the rude wooden deadar bridge, a curiosity in itself and typical of the numerous bridges spanning the river. Guarding the bridge are the remains of a fort, completely overthrown in 1885, and beyond it a bazar and poplar avenue.

The tonga does not go near the fort, but continues straight on, and opposite a grove of poplars turns to the left, in front of the tonga office and godown passing the Post and Telegraph house, to the bungalow on the river bank close by. The bungalow here contains 8 rooms, and bath-rooms, one common dining-room, and a hall verandah room. A passage runs down the centre. The house is low with little plinth. Many travellers halt here for a meal, and it is, of course, the terminus for boats. A good supply of spring water

for the D. B. was covered in, and protected in 1901. Another perfect spring locked and covered in, exists in the R. C. Priest's cottage to the right of the main road. Only water from these sources should be used. The house built partly over the river, belongs to the State Engineer; and further on East is H. H. the Maharajah's Guest House No. 1.* The State Dispensary is at the entrance of the bridge. This bridge is picturesque and is typical of all others spanning the river Jhelum as far as Kanabal, Islamabad. In the mighty flood of 1893, every bridge in the valley was swept away with the following exceptions—Srinagar (No. 1), Sumbul, Sopur, and Baramula. The costly structures at Domel and Kohala shared the same fate.

At Baramula one enters the Vale of Kashmir. The view, from the pass 250 feet, above the level, is very fine indeed. I suppose the ascent is about $2\frac{1}{2}$ miles. For some curious reason red bears frequent the hills opposite.

Baramula is the nearest disembarking station of Gulmarg. The measured distance is, Baramula to Nedou's Hotel, Gulmarg, $15\frac{1}{2}$ miles, though it seems actually longer owing to the steep ascent beyond Nambalnar. Starting from the Tonga stage, the path heads for Gulmarg, and enters a gorge. A long steep ascent brings one up to a fine plateau, passing at 6 miles, the village of Chandesir. It then drops down, and, at 7 miles crosses the Ningal torrent, known for the purity of its water. Beyond 8 miles the path rises, and continues through the village Kauntra, at 10 miles, passing the picturesque village of Nambalnar, in a romantic gorge. Continuing on up the gorge, the path rises by a very steep gradient; and, after a stiff burst, opens on the brow of a hill where stands the village and celebrated Zearut of Bapamarishi. Milestone 12 is about 2 furlongs below the Zearut. From Bapamarishi the road ascends through the splendid forests that clothe the northern flanks of Gulmarg, and enters the Marg by

* The Maharajah's guest houses are—

1. Barsala.
2. Domel.
3. Ghari.
4. Uri.
5. Baramula.

the main road above the Bazaar. Time generally allowed is 3 to 4 hours. The distance is said to have been raced up in 1 hour and 50 minutes on one horse. The climb is 3300 in $14\frac{1}{2}$ miles.

In a small enclosure at Baramula, near the Rest House, shadowed by a fine chenar tree, is the grave of a young Engineer officer, who, in 1890, was drowned while boating in the river a few miles above Baramula. His body was recovered several days after, in the bend of the river below the Baramula Pass. The inscription is as follows :—

SACRED
TO THE MEMORY OF
ALYN DERWYN OWEN
DROWNED AT BARAMULA
12th July 1890, at 25 years.
“ Could love have saved thee
Thou hadst not died.”

At mile S. E. is the Buddhist temple of Ushkarah erected A.D. 723—760 discovered by Bishop Cowie.

Having arrived at what is the boat terminus, before describing the water route, to the Capital, it will, I think, be convenient to continue our journey by land to Srinagar, 34 miles distant.

The stages are—

Miles.	Distance.	—	Remarks.
5	Baramula 98½ to Dilna, miles	103½	
5	Balgaom	108½	
6	Patan	114	B. D. all found beautiful spring water.
5½	Singpura	119½	
7	Chuckh	120½	
5½	Srinagar	132	To 1st Bridge, Hotel $1\frac{1}{4}$ miles ahead. Dak bungalow now closed.

Stage 1. —The road has been recently remetalled, and is in good order. At 99 miles, and, as far as $100\frac{1}{2}$ m., the summit of Nanga Parbat, 26,656, Kashmir's great mountain is visible on a clear day. But one must know where to look for it. More than one of the snow peaks of Khagan resembles it—but one sees they are too near. Nang Parbat's peak, stands out, alone, due N, or, N $\frac{1}{2}$ E.* The stage is under a Kareewah, overlooking the small ziarat of Syad, Hizam Shah.

Stage 2. —In this stage one sees a low dark hill on the left (north). This is the promontory on which stands the ziarat of Shukr-u-din, overlooking and running out into the Woolar Lake. Beyond it, in the corner is the Bandipur Glen near the head of which is Kralpur, whence starts the road to Gurais and Gilgit. On a clear day, the zig-zags of the road, above, can be seen. Beyond milestone † ^{S. K.} _{26 127} the road branches off to the left to Sopor, 2 miles distant.

To the right—south—is Apharwat over 13,000 : and below the snow line, the dark pine clad ridge, which marks Gulmarg. On the left Haramukh, 16,900, is a striking object. From the stables at Balgam, Fort Hari Parbat, which commands the city, is just visible.

A very fine solitary chenar tree marks the stage. The low hill to the left is Aha Tang, which overshadows the Manasbal Lake, and looks into the Sind valley.

* This mountain is hidden by the low hills on the right bank of the Jhelum above Baramula. If the traveller halting at Baramula, will walk along the Baramula road (to be exact) at a small bridge

276 yards short milestone ^{K. S.} ₉₉₋₃₃, he will see the peak beyond the line of the first hill. A clearer view will be obtained at a gap in the Poplars 66 yards short of ^{K.} ₉₉. From this point with a compass on ^{2nd} October 1901 I made the line to be N, to N $\frac{1}{2}$ E.

† S=Srinagar distance in miles from.

K. Kohala distance in miles from.

Stage 3—Beyond the milestone $\frac{K}{112} \frac{S}{20}$ the large village of Palhallan is passed on the left. It is situated below a Karaewah (table land) on the summit of which is a fine, curiously split deodar, a landmark for miles around. In 1900 cholera raged here. At the dak stage itself are some carved stones, the remains of an ancient temple.

Three furlongs beyond, is the very nice Travellers' bungalow of Patan. It stands 200 yards back from the road. In the compound close to house, a lovely spring of water with a good head issues from the ground. In 1900, 40 cases of cholera occurred in that part of the village E. and S.-E., supplied by the Ferozepore nala; but no cases occurred in the portion of the village fed by the spring.

Stage 4.—Six furlongs beyond milestone $\frac{K}{116} \frac{S}{16}$ on the left of the road, are the ruins of two fine temples situated about $\frac{1}{4}$ mile apart. They are similar to those at Avantipur and Martundi. At milestones $\frac{K}{116} \frac{S}{16}$ the Pir Panjal mountains are much in view to the right (south). The great Toshi Maidan, the Aliabad Pass in the distance beyond, then the Budil Pass, and the Konsa Peaks, 15,500 ahead. Further on, is the Soondur Tab, 12,741, a peak, overlooking the Dandwar Glen, a little East of the level depression over which runs the Mohoo Pass for Ramsu on the Jammu route; and beyond is the lowest depression on the main Pir Panjal range, which, we know, indicates the Banihal Pass, 9,200, on the high road to Jammu. At milestone K/117 the road heads E.-N.-E., looking into the Sind Valley. The peak of Nanga Parbat, once more, shows out quite clear and defined. It is still visible opposite milestones K/118 K/119 and really miles beyond.

Now, Fort Hari Parbat is viewed to the right front. Above it towers Mount Mahadeo 13,000, odd, its three peaks overlooking the Dal, or city lake. The low head-

land beyond jutting out across the valley is known as Wastarwan, 9,720. Gradually the beautiful mountains closing the east end of the valley, come into line, clad in fresh snow, the evening sun lighting them with a gentle glow ; a sight, that on a clear spring evening can never be forgotten by the traveller who views this scene for the first time. Later in the season the snows have almost gone, and the scenery is robbed of much of its charm.

Stage 5.—The Singpura Stage looks (N.) right into the Sind valley ; and, south, on Gulmarg and Apharwat. At K/122 Mirkoond, a large village, is passed on the right. At miles one $\frac{S}{8.6f}$ the road on the right leads, off to Magam and Gulmarg ; the village of Narbal, shaded by a chenar tree of gigantic growth, faces 9th milestone on the Gulmarg road.

Stage 6.—Chukh to Srinagar. At $4\frac{3}{4}$ miles, the Gilgit road or track turns off to the left. Soon after, the Jhelum comes into view at a big bend of the river, and here a road leads down to Parana Chowni, the embarking place for the Maharajah, on arrival at Srinagar, during his annual visit. The royal barge is usually towed up by a steam tug to the Palace, the inhabitants lining the banks on either side. The procession on these occasions, many and various boats following, is a sight worth seeing. Further on to the right, are the Rifle Butts, and beyond the Race Course and Grand Stand. The road now turns sharp to the left, and, crossing the Dudhgunga river, by a wooden bridge, enters the celebrated popular avenue nearly a mile in length, with a fine example of perspective. The parade ground lies on the right, and the main road on the left, leads to the State Zenana Hospital, and Hadow's well-known carpet factory. Clearing the avenue the road turns to the right along the river's bank, leaving the Municipal Offices to the left, and passing by a picturesque bazaar, crosses the first of the seven city bridges, and, de-

scending through a second bazaar, heads east for the Munshi Bagh. The large garden on the right formerly held the Station Church, now converted into D. P. W. Offices. At the South corner is the European cemetery,* and, on the east side, several houses occupied by the C. M. S. missionaries. The scattered barracks ahead are occupied by office clerks. Beyond, are the shops with a frontage facing the river ; the telegraph office lies back to the left and the Punjab Banking Company occupies the fine new house nearly opposite. The road then enters the Residency Avenue, in the centre of which is the tonga terminus ; close beyond it, is the Post Office, and the next Cottages adjoining are for the Residency Office clerks. The Residency Gates close at the end of this avenue. Opposite the Post Office is the Polo and Cricket ground, and beyond, the Srinagar Hotel opened in April 1900. The golf links are to the east of the Hotel. The new Recreation Room, Library, Tennis Courts, &c., are beyond the Residency, together with the Munshi Bagh and Somwar Bagh which form the terminus of the ordinary road ; the Company by arrangement allowing travellers to proceed beyond the office to their destination ; and even on to Goopkar, 3 miles distant.

By River to Srinagar.—

We must now return once again to Baramula, in order to proceed to Srinagar by water. Visitors adopting this route usually arrange with the Srinagar Agencies for furnished house-boats, or doongas, meeting them, and, on arrival at Baramula, they immediately board their crafts, a most comfortable and convenient arrangement, specially in wet weather. House-boats were founded at the end of the eighties by Colonel R. Sartorius, v.c. ; and Sir R. Harvey, Bart., and Mr. Martyn Kennard, I think, owned the first two crafts. Mr. Kennard's boat cost a great deal of money and is still on the river.

* For list of graves see Appendix.

Since then they have multiplied in variety, shape, size, cost, etc., to a certain extent they take the place of houses, still very deficient in Srinagar. These boats are generally dry, roomy, most comfortable, they are all fitted with fire places ; and in cold damp weather, and even in winter, they are warmer than any house. The old Kashmir doonga of the seventies and eighties has almost seen its day, and hardly now requires the description devoted to it formerly. But economical reasons still demand its use, and even the doonga has been improved and is occasionally fitted with windows. For the sake of the initiated, I may add the Kashmir doonga contains, as a rule, no bath-room accommodation or furniture of any kind, though many boatmen possess a few useful articles of furniture passed on by visitors leaving the valley ; it consists of a bare floor, with matting sides and a good sloping roof which seldom leaks. The stern is occupied by the owner and his family, who live and work there. And, when a breeze is blowing in their direction, the odour of garlic and onions is unpleasant. A second or third boat for the cookhouse, servants, and baggage, is usually engaged. While travelling, the kitchen boat is brought up and secured by a rope, and the meals carried on board, without interruption of the journey. The business of engaging a doonga was formerly amusing and exciting, each boatman praising the qualities of his craft and the strength and fastness of his crew. The crew consists of both men, women and children ; the beauty of the women has been popularised and somewhat exaggerated. The laborious life which they share with the men tends to harden their features, as well as their bodies, but still a considerable share of beauty is divided amongst them ; though, it is to be feared, their morality has lessened of late years. Having briefly arranged everything on board, including a supply of pure spring water sufficient to carry one to Srinagar, a start can be made at any time. Eight hours should be allowed for the journey to Sopor. Here the boatman

usually anchor, or at Ningal $1\frac{1}{2}$ miles further up. Going up stream, the boats are towed by men and women alike. The paddles and specially poles come into play when crossing the lake, or storm water. For house-boats, or house doongas, a crew of 6 to 12 men are required according to the tonnage of the vessel. Some of the comfortable house-boats are very unwieldy, and need extra strong ropes and crew to move them. On leaving Baramula, when the river is high, the left towing path is usually followed as far as Doabgah and the right above that. If the ranges are clear, from the left bank of the river, opposite the village of Tsaklu, about $3\frac{1}{2}$ miles above Baramula, and for the next mile or more above it, one obtains a distant view of the peak of Nanga Parbat, 26,600 feet above the sea, the fourth highest mountain in the world; Mount Everest, 29,000 odd, and K₂, 28,265 in Baltistan, and Kinchingunga only exceeding it. This fine mountain stands clear and defined above its fellows:—The boatmen know it. To the left N. N. W. and N. W. are the fine snow peaks of Khagan which should not be mistaken for the great mountain. I do not think it can be seen from the right towing path owing to low hills intervening close by. As the boat slowly progresses against the stream, the views at first confined open out on all sides, and great extent of the mountains that bound the far-famed valley, their summits buried in snow, are seen to full advantage. The traveller will possibly be disappointed at the aspect of the valley, with its bare trees, its many swamps, and stiff cheerless garb, of early spring. I have even heard it, in April, compared to the Fens of Cambridge. But the grand snowy mountains, look where one will, redeem all these deficiencies, and one is never tired of gazing at them.

Prominent in front and to the left rises boldly the hoary "Haramukh" (16,900 odd feet), capped with perpetual snow. Beneath its summit are the peculiar bluffs, so perpendicular that snow cannot lie on them. Running up to its left shoulder is the "Erin" nala.

Further north in the corner (Bandipur) is the ridge on which are visible to the eye the zig-zags of the road leading up to the Rajdiangan Pass (11,500 feet) and Astor, Gilgit, and the great Pamirs. As the boat follows the huge turns of the river, now it faces Haramukh, now it heads a contrary direction towards Baramula, and the fine mountain Apharwat (13,000 odd feet) which commands the dark ridge of Gulmarg; again, east and north-east, it appears to be heading right for the Pir Panjal Range with its lovely peaks.

Below Haramukh, a low dark conical hill seems to run out at right angles to the valley. This is Aha Thang, which overlooks the Manasbal Lake and Sind Valley behind. Opposite Ladroo, a village about two hours' journey above Baramula, at a bend in the river, the stone abutments of an old bridge are still visible on either bank.

Doabgah, the largest village between Baramula and Sopor, is on the right bank, about six hours' journey up. A grand grove of chenars marks it in the distance. Doabgah forms the dépôt for all the timber cut on the Lolab Valleys, whence it is floated down the Pohru River, which joins the Jhelum just above it. Hops are extensively grown here. When the Pohru River is high, it is navigable as far as Awatkoola, about 20 hours' journey. An immense volume of water passes down the Pohru during floods, holding in check the Jhelum's flow and causing much flooding above.

Sopor, about eight hours' journey above Baramula, is an important town of 1,500 houses, built on either bank of the river and connected by a substantial bridge. The fort commanding this bridge met the full force of the disastrous earthquakes of 1885 and little now remains of it. Overlooking the bridge on the left bank is a long double-storied line of buildings which accommodates the postal, telegraph and police offices, and the State Dispensary. A short distance above the bridge to the left (right bank) stands the dak bungalow, a barrack

containing six sets of rooms without furniture. It was in shocking repair in 1901. The house above this is used as a cutchery or law-court.

Sopor is celebrated for its mahseer fishing which is perhaps a little exaggerated, blank days very far exceeding successful runs. Otherwise it is a place of little interest in itself, though it forms the chief starting point for the beautiful Lolab Valley.

An easy route runs from it to Gulmerg 23 miles, divided into two stages : (1) Kountra, 15 miles ; (2) Gulmerg, 8 miles, *via* Bapmarishi, a most lovely ascent for the last three miles.

Ningal is $1\frac{1}{2}$ miles above Sopor on the left bank. The boatmen generally tie up here, or at Sopor for the night, preparatory to crossing the Woolar Lake in the morning.

This fine lake requires a little description.

In ordinary times, that is, when the rivers are fairly full, the Woolar Lake may be said to commence at Ningal. When the rivers are in high flood, Sopor appears to be on it, a continuous sheet of water almost surrounding the town. The lake at such times is a splendid piece of water stretching north and south from Sopor to Bandipur, a distance of twelve miles, with a nearly equal span east and west, the surrounding mountains appearing to rise perpendicularly from its surface. The passage of the lake is now avoided. The boats cross the flood water due east for a mile or more to enter the Naroo Nadi (Canal), and rejoin the Jhelum at Shadipur, which is near Srinagar, all danger being avoided, and this route we will now follow, leaving a description of the passage by the lake and river, for another place.

Sopor to Shadipur, via the Naroo, is the passage

A. **Sopor to Shadipur, via, Noor Canal.** always followed by boats when the river is in flood.

Leaving Sopor, the boats cross to the left bank, and make for Ningal, which is marked by two chenar trees and a few huts. The

dark line, where a side stream water joins, is the Ningal nala, which rises under Apharwat about six miles beyond Gulmerg, in a most lovely glen in the mountains. Radigaon is the small village on an island to the right. To the left is Goondi Jehangir. After crossing about three miles of storm water, a passage by the village of Gohallan leads on to a second sheet of water. Beyond is Naid Khye, marked by a fine chenar tree overshadowing a grass grown roofed ziarat, of Syud Kamal Shah. A wee village is perched on an island opposite. Ahead is another picturesque island village, and beyond the promontory, jutting out into the east side of the valley is Aha-Tung Hill, 6,000 feet odd, overlooking the Manasbal Lake. Another long stretch of flood water, some two miles across, is next crossed. To the left on higher ground is the large village of Andharkhot. Beyond are some fine chenars which mark the position of Sumbul on the Jhelum, where the river is bridged. The real Nadir Canal is now entered, the water rushing by, at a good pace in the floods of April and May. The evening approach by boat to Andharkhot from Sopor with the suns setting rays lighting the mountains, to east of the village is very fine. One looks right into the Sind valley closed up by the great peak of Goond, Kotwal station, on map, 14,270 feet, while E. S. E. the triple peaks of Mahadeo with the snow fields below, edged by dark pines, are shown out in beautiful relief. This is a sunset spring view. The boats are now in a comparatively narrow canal, with a strong current. Ankol village is two miles ahead, and occupies the angle where the Naroo divides into branches, one returning to Sopor, the other running S. S. W. back to Pahallan; on the ridge above which is the solitary split Deodar mentioned before, as a striking landmark. Above Ankol the nala slowly opens into a fine canal, as far as Shadipur about three hours distant. A quarter of a mile below Shadipur, the water is crossed

by a fine iron girder bridge about 100 feet span, situated high above the water, and any possible flood. On this runs the road to Gilgit and the great Pamirs. A fine view of the Pir Panjal is seen from the bridge. One looks due south straight to the Ferozepur nala, with Apharwat to the right; the Toshi Maidan to the left; and, near by, is the low hill which overlooks Magam on the Gulmarg road.

At Shadipur the Jhelum is re-entered, and we have only to hark back and bring the traveller across the Woolar Lake from Sopor whence we started; and on by river to Shadipur. The journey from Ningal to Shadipur takes 8-12 hours, much depending on the size of the boat, the number of the crew and the weather.

In the autumn and winter months, the Naroo Canal B. Sopor to Shadipur by the Woolar Lake. in places runs nearly dry. The lake must then be crossed—a considerable stretch of water.

The start is always made at 3 or 4 A.M. The passage Ningal to Banyari takes three to four hours: to Bandipur, six or more, a considerable space of time for open water. It is generally unattended with danger, but the Woolar is the *bête noire* of the Kashmir boatmen. Violent squalls suddenly sweep over its surface, particularly in the spring season, and the boatmen, in consequence, have a well-founded dread, and will only cross at early dawn, storms not usually occurring, until the sun is well up. The traveller will generally act wisely who consults his boatman about the passage. The Kashmir doonga is a flat-bottomed boat built only for fine weather and smooth water. I speak with some practical experience on this subject, and know how awkward one feels when the waves begin to dash into one's boat, and the boatmen to call their protecting saint's aid. The late Maharajah Golab Singh was one afternoon overtaken by a storm in open water. He himself escaped with difficulty, but the 300 boats containing his attendants are said to have been wrecked. Should boats be caught

in a storm, it is best to lash two or three together and run before the wind to shallow water. If the weather looks threatening, with dark clouds low down on the hills towards Bandipur, an extra crew should be taken, and the boatmen will then cross when they would not do so otherwise. With an extra crew of seven men, the river being in full flood, I have crossed the Woolar, in a large doonga from Kewhnis Shukr-u-din to Banyari, in one hour and a quarter. It is only a question of payment. Leaving Ningal the point made for is the mouth of the Jhelum just below Bhanair. The trees on the Lanka Island show the course taken by the boats. This wonderful landmark is situated beyond the promontory of land, the limit of the right bank of the Jhelum. But in uncertain weather, the shallower water in the curve on the right, will be followed, as far as surface water plants, permit. In April and May these are hardly visible, but later on the surface is covered. A slight contrary wind will much delay the passage of a house-boat, where the water is too deep for poling. The shores of the Woolar are studded by numerous villages at some distance above the waterline. The huts grouped on the higher land on the right are occupied by persons engaged in collecting the fruit of the *singara* or waternut. The Kashmir State derives a small revenue from the sale of this nut, which forms the staple food to this class of people. The most striking landmark in the Woolar is the conical hill jutting out near the centre on the left. This ridge rises 700 feet above the lake, and on it stands the Zearut Baba Shukr-u-din. When the boat is passing in line with this promontory of Shukr-u-din, the dip in the mountain ridge beyond and above, is Nag Merg (9,000 feet), a lovely place for encamping, and commanding most extensive and characteristic views of the valley. In the north-east corner (left front) is the important village of Bandipur, the terminus for Gilgit.

Erin is a beautiful nala, to the right (N.E.) of Bandipur, running up to the shoulder of Mt. Haramukh. Goolar

is the next smaller glen. More east is the Ajais Nala, which joins the Safapur Peak that flanks the mouth of the Sind Valley. The dip very low down connecting Aha Thang Hill, overlooks Manasbal, and across it is a road to the Sind Valley.

In fine clear weather the passage of the lake is a very pleasant part of the journey, and the time occupied depends entirely on the number of the crew, and slightly in the direction of the wind which not unfrequently shifts; veering from south to north. The entrance into the Jhelum depends a great deal in the height of the water. There are two passages; one I will call the medium and the other the low-water. When the river is at medium flood, a side canal or mouth, the Alum Naroo Nadi, is then navigable, which the boats enter and rejoin the Jhelum at Pari-bal below Hajan close above which is the Zearut of Shekh-Nur-din. This passage saves a detour of three miles. When the Jhelum is very low it is entered by the other--the upper mouth--about a quarter of a mile below Banyari; once in the channel, the paddles are stowed, and the tow-path followed as far as Srinagar. When weary of inaction, the visitor can stretch his legs for a mile or so on the bank occasionally.

Banyari is the name given to a marshy plain lying between two branches of the Jhelum. Here for about 400 yards is an excellent run for fish, which range from $\frac{1}{2}$ to 2 lbs. A small minnow or spoon proves a very effective bait.

Hajan is a large village on the left bank about three hours' journey above Banyari.

A man should be sent on ahead here by land to procure milk for breakfast. Short of Hajan is the Shekh-Nur-din Zearut surrounded by six fine chenars. Beyond this Zearut, the river makes a remarkable turn and the boat heads straight for Baramula.

Sumbal lies again three or four hours' journey above Hajan. The prominent hill Aha Thang marks its situation. The Jhelum is here spanned by

its third bridge. Sumbal is celebrated for its snipe shooting ; the jheels on the left bank giving the best bags in the valley. There are two encamping grounds, on the left bank under chenar trees, one above, and one below, the bridge. Sumbal, too, is the boat terminus for the pretty Manasbal. The entrance is by a narrow channel on the right bank of the river about $\frac{1}{4}$ mile below the bridge. This, considered the most beautiful lake in the valley, is about 3 miles in length by 1 in width. It is connected with the Jhelum by a small canal a mile long, and swarming with small fish which are skilfully speared by the boatmen. Shekh is the name of the large island lying above Sumbal, and two miles beyond, is the small but important village of Shadipore. Shadipore signifies Shaïd Shahid, a martyr, and par, place ; and not the "place of marriage" as was formerly described. It is the meeting place of two rivers, the Sind and the Jhelum, the junction being marked by a mass of solid masonry in the centre of which is a chenar, which tradition, wrongly said, never grew (see Sind river). The Naroo canal also joins in, or rather starts from here.

As far as Shadipore either way, the Aha Thang Hill forms the most striking object in the near landscape.
C. Shadipur to Srinagar by River.

Now, south-eastwards towards Gulmerg, a somewhat similar-looking hill, which almost overlooks the stage of Margam, is a landmark in this direction. The fort of Huri Parbat, which commands Srinagar, and the Takht-i-Sulaiman Hill, backed by the triple-peaked mountain Mahadeo, and below it the precipitous hills overlooking the Dal Lake, fill up the view to the left, while beyond, the commanding tongue of land jutting out into the valley, is the fine pyramidal hill of Wastarwan.

Pinznem, another large island, is passed above Shadipore, and higher up at a bend of the river is the village of Moojoond.

Sundar Boni is a small encampment on the right bank under twelve chenars, a little above Moojgoond.

Shaltenig is passed a little higher up on the right (left bank). Above will be noticed four chenars.

A mile and a half higher up is the Regular Purana Chowni, where formerly the start was made for Gulmarg.

Srinagar is now close at hand, and the first or seventh bridge is only two miles ahead. There are few more enjoyable sights on a fine day than the passage up the Jhelum under its seven bridges, through the picturesque and quaint capital of Kashmir. No two buildings are alike. The curious grouping of the houses, the frail tenements of the poor, the substantial mansions of the wealthier, the curious carving of some, the balconies of others, the irregular embankment, the mountains in the background form a picture as impressive as it is unique. Hindoo temples, Mahomedan mosques and Zearuts group themselves indiscriminately. Some of the latter are of very ancient date. The multitude and variety of boats will interest the fresh arrival; from the huge rice and wood barges, to the smaller shikaras used by fishermen, and perhaps the stolid substantial house-boat built of late years by English visitors. Moored to the banks at short intervals are the rude bathing boxes and sheds. The seven bridges of Srinagar divide the city into divisions which are commonly used to define locality thus: as Sammad Shah's shop is below the third bridge; Maharajunge below the fourth bridge, and so on.

Below the seventh bridge the Dudhgunga river joins the left bank of the Jhelum. Just above, is the large Yarkundi Seva, where in the autumn, Yarkundi ponies, mumbdabs, etc., are sold and beyond it is the entrance of the Kut-kul Canal. When the river is high enough boats pass up this, a much easier passage with less current, and again join the Jhelum below the Sher Gerai or Royal Palace. The passage of heavy house-boats, or Doongas through the city is accomplished by

paddle and poling, and great delay is often caused by the violent swing of the tide sweeping round the piers of several bridges, particularly the fourth and fifth. On the boat's left is a curious Hindoo temple built by Pundit Ram Joo in 1880. The centre and corner domes of this edifice are covered with what appears to be kerosene tins, neatly nailed down, but in the distance looking very effective.

Above the Kut-i-kul Canal there is a dirty red-looking building, the ancient Zearut of Thaggi Baba. It is, however, worth a visit; it contains some marble tombs and fine lattice work made of plaster of Paris. Its walls were much cracked by the earthquakes of 1885.

Between the seventh and sixth bridges is a handsome building, the State Zenana Hospital, completed and opened in 1899 at a cost of over Rs. 40,000.

Beyond the fifth bridge, on the boat's left, is the site of Maharajgunge Bazaar. This interesting place was destroyed by fire in 1898, and is being slowly rebuilt on approved lines. This bazaar formed a large emporium where, all Kashmir productions were on view, and it was visited by every traveller.

Just below the fourth bridge is the "Badshah," one of the oldest Mahomedan ruins in the city. Perhaps the most striking building of all is the Shah Hamadan Musjid on the left just below the third bridge. It is elaborately built of cedar wood, and is kept in good repair, and has lately had additions made to it. Its centre dome is crowned with a golden châtre, or umbrella. Some of the sacred hairs of the Prophet are said to be kept here enclosed in a casket. Between the third and fourth bridges, the different bankers and merchant's houses will attract attention, the name of each being posted in large letters over the entrance. Sammad Shah is the first on the right and Babar Shah on the left. These men transact all kinds of business for visitors. Between the third and second bridges on the right, is the largest modern Hindoo temple in Kashmir, the Mian Sahib VaMandir, or

the temple of the present sovereign. Two hundred yards below this temple, a Buddhist inscription will be found on a stone facing the foundation of one of the houses in the embankment, which adjoins a ghat known as Malikyar. This stone is only visible at low water. It is of the most ancient date, and a *savant*, learned in these matters, tells me it is worth all the inscriptions in the country.

The second bridge, in former years, was a curiosity, in that it was flanked with shops on each side like our Old London Bridge. The shops were burnt down in 1870. The modern-looking house, half a mile up on the left, with a handsome frontage, was completed by the late Governor of Kashmir, Sirdar Roop Sing, in 1890. Above this house, on the same side, is the Basant Bagh with a handsome ghat built of limestone slabs. These stones were brought from the mosque of Hasanabad on the Dal Lake. Indeed, the whole Jhelum embankment is a silent monument to iconoclasm, a charnel house in which are buried stately pillars, elegant cornices, and carved pediments.

The State postal and telegraph offices are connected with the Basant Bagh. The King's Palace, Sher Garhi, is now approached on the right, with the royal temple below, the dome of which is said to be covered with beaten gold. This portion, together with the fine audience chamber beyond, is nearly all that remains of the old order of things, the Palace having been much enlarged, altered and modernized with, perhaps, questionable taste in architecture and specially in colouring. The pretty modern house opposite, completed in 1901, is the residence of Rajah Sir Amar Sing, K.C.B. Between the two runs the Kut-i-kul Canal, an important side channel of the river between 7th and 1st bridges. It is much used by boats when the river is in ordinary flood. But if the river is very high, boats are unable to pass the first bridge near lower end.

On the left (right bank), nearly facing this, is a more important water channel, the Sunt-i-kul or apple tree

canal. This canal leads to the Chenar Bagh, the encampment for bachelors, and on to the Dal or city lake by the Dal Darwaza or gate. Sunt-i-kul is said to express a canal always full or navigable, as compared with Kut-i-kul, not always full. Connected with the palace is the council chamber, and above it the municipal office. At the mouth of the Sunt-i-kul Canal the royal barges are usually moored. The first bridge is now passed with its five piers. After clearing the bridge the view opens out, and in the distance are seen the European shops and the river bank lined with tall poplars. On the left, stands a fine Kashmir house faced with lattice, and beyond it the Chief Court of Kashmir. On the right, after clearing the village, comes a pretty balconied house, the private residence of the present Chief Justice. The house next door belongs to the Chief Medical Officer of Kashmir, Rai Bahadur Dr. A. Mitra, a Bengalee gentleman with English qualifications. Attached above is a fine double-storied building, the Kashmir State Hospital, fully equipped and up to modern requirements.

The handsome old-fashioned structure on the right is the Barrah Darri, the Royal Summer Pavilion, where State entertainments were always formerly held, and occasionally distinguished guests put up, as the Duke of Connaught in 1884. It has since been converted into a State Museum. The river's bank in front is faced with a neat stone embankment approached by steps. Opposite the palace is the English cemetery, which is located in the west corner of the high-walled enclosure known as the Shekh Bagh. The building in the centre of this garden was formerly used as the English Church.

On the left (right bank) the various agencies and shops are passed. The Punjab Banking Company, finished 1900, stands back in its own grounds. The two old-style houses are occupied as Transport and Kashmir game laws offices. Passing these the boat next approaches a large island covered with trees near the right

bank of the Jhelum. The four cottages called the village, facing the island, are occupied first by the post office (British), and above by the Residency clerks and vakeels.

Adjoining the post office is the tonga booking and parcel office of the Imperial Carrying Company, with a cottage attached, all put up in the winter of 1892. The substantial double-storied house above the island is occupied by the British Resident. The present Residency was built in 1886-7, the old single-storied house having been rendered unsafe by the earthquakes of 1885. The modern house inside is beautifully furnished and finished, and the best Kashmir carving is represented in perfect ceilings, over mantel-pieces and elegant cornices. In the centre is a most charming hall with a very handsome staircase. Above the Residency is the Recreation Society's Room grounds and Library, with its promenade running out over the river. The houses on the bank of the river on the Munshi Bagh are chiefly occupied by State officials, only a small quantum being allotted to visitors. The English Church and Chaplain's house, stand a little back. A few furlongs behind, under the Takht Soleman hill, is the Cottage Hospital for visitors. The Sonawar Bagh, shaded by grand chenars, is just above the Munshi Bagh—and the Ram Munshi Bagh, is half an hour's journey further up.

The married visitor has now been conducted to his destination in the Munshi Bagh, the bachelor to the Chenar Bagh (by the Dal Canal), a good and useful division, established by ancient precedent, and one that has hitherto been found most convenient to the general community. *

Hasan Abdal to Abbottabad, Domel and Jhelum Valley Road—Domel to Baramula by the right bank of the Jhelum.

When Kashmir formed a part of the Durani Empire, the road thither from Kabul lay through the *Khyber*

Pass from *Peshawar*, thence by *Hasan Abdal*, *Harripur*, and *Mozufferabad* by the right bank of the *Jhelum* to *Baramula*. *Hasan Abdal* is now a station on the N.-W. Railway, 2½ hours' journey beyond *Kawal Pindi*. This route is really one of the easiest into Kashmir, though only locally known and used, chiefly when the *Murree* hills and road are blocked with snow. It will be found a most useful road for ladies, and others travelling in and out of Kashmir in winter, or early spring. Should landslips (frequently set in motion by earthquakes or heavy rain), obstruct the road between *Kohala* and *Domel*, this alternative route could be adopted. It also suggests itself as being the proper line for a railway into Kashmir.

The traveller taking this route must rely on the mail agents at *Hasan Abdal* and *Abbottabad* for the supply of his dâks and other information.

This route joins the *Jhelum Valley Road* at *Domel*. It is divided into eight marches :—

D.B.	1. <i>Hasan Abdal</i> to <i>Dedur</i>	... 12 miles.
D.B.	2. <i>Harripur</i>	... 9 "
	3. <i>Sultanpur</i>	... 12 "
D.B.	4. <i>Abbottabad</i>	... 11 "
D.B.	5. <i>Manserah</i>	... 16 "
	6. <i>Utr Shishu</i>	... 9 "
D.B.	7. <i>Garhi Habibulla</i>	... 9 "
	8. <i>Domel</i>	... 13 "
		<hr/>
		91 miles.
	Or <i>Hasan Abdal</i> to <i>Abbottabad</i>	... 44 "
	— to <i>Domel</i>	... 47 "

These are the stages a traveller in the cold weather with plenty of leisure might adopt.

The usual stages are :—

1. <i>Hasan Abdal</i> to <i>Harripur</i> ,	... 21 miles.
2. <i>Abbottabad</i>	... 23 "
3. <i>Manserah</i>	... 16 "
4. <i>Garhi Habibulla</i>	... 18 "
5. <i>Domel</i>	... 13 "
	<hr/>
Total	91 miles.

Of this distance, 44 miles are daily traversed by a mail tonga to Abbottabad and up to 78 miles can also be done thus.

The mail cart, new tonga road, Rawal Pindi to Domel *via* Sunnybank, is just 85 miles, so that the actual difference in distance is small.

At all these five stages there are good dák bungalows.

The first two stages to Abbottabad are nearly always done by tonga.

The road, a *pukka* thoroughfare as far as Abbottabad, 44 miles, passes over fairly level tracts of country, cut up much by ravines as far as the river Hurroo. The ravines are for the most part bridged, but the river is not. It has a wide stony bed, though the main stream usually runs under the right bank. Like many other Indian rivers, it often has a wilful way of occupying any portion of its extensive bed. After crossing the Hurroo, the road continues level and easy up to Dedur. From Dedur onwards to Harripur, the road is good, and the tonga makes excellent time along it. Between Harripur and Sultanpur several small nullahs are negotiated, but the road between them is *pukka*, and all the deep cuttings are bridged.

Two miles beyond Sultanpur, the road descends by a deep cutting into the bed of the river Dor. This river, like the Harroo, presents a wide strong bed of half a mile, and the stream only occupies a small portion under the right bank as a rule, but this, too, of a shifting nature. During the greater part of the year, this river is shallow, the water only reaching the wheel boxes of the tonga. In the spring and autumn after heavy rain it may become a mighty torrent. On such occasions, gangs of coolies are usually collected on either bank to assist the passage of the mail cart, which is therefore seldom delayed on this account, though ekkas and bullocks' carts may at times experience difficulty. After fording the Dor, the road slowly ascends, and five miles this side of Abbottabad enters the gorge leading

to the station. Within the gorge it winds and zig-zags up easy ascents along the north slope of the hill, and finally enters the station by a gentle descent. The *mail* cart runs no further than this point. The road is however fit for cart traffic, if arrangements can be made as far as Manserah and Garhi Habibulla, to which point a rough shikar tonga could be driven.

Abbottabad to Manserah, 16 miles.—Road good and driveable throughout. For the first six miles it runs straight and ascends the Abbottabad Valley, then winds along the hill-side, the bank in places being precipitous. Several very deep nullahs are crossed, with zig-zag approaches, the most notable of which occurs at the 8th mile, the *Mangli* nullah. From this nullah a foot-track passable for miles, runs direct to Garhi Habibulla along the bed of the nullah, shortening the way by one-half (6 miles). By this road, or rather track, Manserah and Utr Shisha are not touched, the path keeping well away on the right between the low ranges of hills, whereas the main road follows the outer slope of the hills. A good local guide is required for this short cut. From the *Mangli Nullah* onwards, the road makes many descents and ascents in and out of nullahs, then winds by tortuous curves through a low range of hills, and by a gradual descent reaches the village of Manserah.

Manserah to Garhi Habibulla, 18 miles.—From Manserah to Utr Shisha, a narrow but driveable road runs along the side of the hill. Several deep nullahs are crossed, all of which are now bridged. But as hill roads are very liable to damage by storms during the rains, before leaving Abbottabad, the traveller should ascertain the state of the roads ahead. From Utr Shisha, the road ascends through pine woods for four miles, to the watershed at Batrasi Gali. It then descends by a tortuous narrow road, with many abrupt corners, through pretty jungle, to within a mile of Garhi Habibulla. At this point it crosses a small tributary of the Nainsukh.

River, and then follows right bank for a mile to the bungalow, which is perched drove on this road June 10th, 1900, in an ordinary hill tonga, Garhi Habibulla to Abbottabad. The road, up and down the watershed, is well made but very narrow, and it would be safer always to have a sowar riding in front, as the turnings are very sharp. The time, including the march from Domel, was, Domel to Abbottabad, 13 hours.

Garhi Habibulla to Domel, 13 miles.—Immediately below the dâk bungalow the Nainsuk is crossed by an iron girder bridge completed in 1900. The structure rests on two stone uprights in the stream, with neat approaches. It is fit for any heavy traffic. The new road under construction in 1899–1900, is 13 miles in length. It follows the left bank of the Nainsuk, Kunhar, or Khagan river, for some four miles: as far as Berar Kot, the first two miles are in British territory. Beyond this the remaining 11 run through Kashmir. The road gradually ascends the hills, leaving the river, and finally reaches the Loharam-ki-Gali Pass which commands a view of Domel. The path then descends, and looks down into a great bend of the Jhelum, caused by a tongue of land projecting northwards, which is overlooked by steep precipices with many landslips.

The road has been cut into soft shaly ground, which, owing to its instability, looks as it would always give trouble. In 1900, we had to dismount at several corners. At 4 milestone a short cut leads straight down to the Mogul Serai, saving a detour of two miles. The main road continues on, to a Fakeer's shrine, facing Mozafferabad town; it then turns to the right, and, after passing behind the serai, crosses the Kishengunga by the temporary suspension bridge; then, the Jhelum by another bridge and so to Domel. Beyond the Fakeer's shrine are the great abutments of what should be, eventually, a fine bridge for railway or road traffic.

The track of old days passed through the village of Garhi Habibulla, and reached the watershed at Dab Gali,

the Garhi Habibulla Pass, which forms the boundary between Kashmir and British territories after a stiff climb of 5 miles. It then descended, by a shocking road and finally ended in a hill stream, opposite the fort of Mozafferabad, and following the right bank of the Kishengunga crossed it and the Jhelum, to Domel. This road was in use up to 1897.

The description of the road from Domel to Kashmir has just been given.

THE STAGES.

1. *Hasan Abdal*.—The dâk bungalow is $1\frac{1}{2}$ miles from the railway station in a opposite direction to Abbottabad. The tonga office and bullock-cart agents are quite close to the rail. The mail tonga runs daily to Abbottabad, the journey occupying about six hours, starting at 9-30 A.M., and arriving at 3-30 P.M. The fare of this tonga is Rs. 20, but owing to competition, it varies from Rs. 15 to 20 for 3 seats or even less.

Native ekkas are usually in attendance at the railway station, and cost Rs. 4 to Abbottabad. A servant can obtain a seat with three other natives for Re. 1. The ekka time to Abbottabad is about 10 hours, but by changing at Haripur it can be accomplished much quicker.

A bullock train service runs in connection with the railway. Heavy goods can be booked right through from *any* station in India to Abbottabad, and delivered at the bullock train agency, Abbottabad.

The bullock train takes four, often more, days to reach Abbottabad. It is safe to give this baggage a good 7 or 10 days' start from Hasan Abdal. Mules can be obtained here through the civil authorities. Doolies and kahars are not procurable.

Ledur.—A road-side serai and camping ground. A rest-house, with one room, and bath-room. Supplies, indifferent, are limited to fowls, eggs, and wood, &c.

Harripur.—A well built dâk bungalow, Tahsil, Than-nah, Fort. The native town is large and flourishing, and lies in a richly cultivated valley. There are good gardens ; and vegetables, fruit and supplies of all kinds are obtainable. The bazaar chowdree supplies mules, which by previous arrangement can be taken right through to Baramula.

Sultanpur.—Camping ground, serai, and one-roomed rest-house. Supplies procurable.

Abbottabad.—This charming little station, founded by Major Abbott in 1853, 4,200 feet above the sea-level, is picturesquely situated at the near extremity of the Orash valley. It is somewhat closely surrounded by hills, which by confining the breeze as well as by radiation render the atmosphere in the summer very hot and oppressive, to say nothing of sandflies and mosquitoes. It is justly celebrated for its many trees, its gardens, and for the beauty of the roses in them, which, for variety and size, can hardly be surpassed in India. Here, too, resides the General Commanding the Frontier Force, and here are also the permanent quarters of the 5th Goorkhas, or Hazara battalion, so called from Hazara being the name of the district in which Abbottabad lies. The garrison now consists of 2 Battalions, 5th Goorkhas, 1 Battalion, 43rd Goorkhas, and 2 Mountain Batteries. A large bazaar, a few Parsee shops will be found here, with stores and supplies of the usual kind. There is a good dâk bungalow as well as an hotel of sorts ; mules can be procured for baggage as far as Domel, and sometimes through to Baramula.

Manserah.—Lies in the Paklia Valley. It has a dâk bungalow, Thanna, Tahsil. The dâk bungalow is well situated high up, with a commanding view across the Dakhli plain and the snowy peaks of Khagan beyond. Opposite the dâk bungalow what is known as the Lion Rocks stands out quite prominently against the sky. There is a large village, in which carriage and supplies are obtainable.

Utr Shisha.—Consists of a few scattered huts. There is here a camping ground planted with shady pines. Supplies limited to wood and water.

Garhi Habibulla.—The village lies on the left bank of the Nainsuk, which rises amidst the snow of Khagan. The dâk bungalow is on the right bank, above the bridge which spans the river. There is here a Post Office and Thannah. The bungalow does not possess a khansamah. The chowkidar has some knowledge of cookery. Supplies and baggage animals procurable, but no stores are available. The old road to Kashmir can be seen zig-zaging up the hills behind the village. The Khan of Garhi's house is the most striking object in the village. At present the tonga goes no further than Garhi Habibulla, the intervening path to Domel being a good horse road.

Domel to Baramula by right bank of Jhelum 5 marches as follows :—

1	Domel to Hattian	...	17 miles,	time,	8 hours.
2	Handa	...	11 "	"	5½ "
3	Kattai	...	12 "	"	6 "
4	Shahdera	...	12 "	"	6 "
5	Gingle	...	14 "	"	7 "
6	Baramula	...	18 "	"	8 "

These marches are long, hot, and greatly exposed to sun. There are no bungalows, and no supplies or coolies, are arranged for. It is now only used by sportsmen.

CHAPTER III.

**Routes—1, Gujrat, Bhimber and Pir Panjal.
2, Gujrat, Bhimber, Poonch and Uri.**

Gujrat, Bhimber and Pir Panjal Route.—
This road was followed, centuries ago, by the Mogul Emperors, and has in consequence been styled the Imperial route. The ruins, and, in some places the fairly preserved remains of fine serais, still in evidence at every stage, testify to the passage of former Royalties. In the sixties and seventies, these marches were usually followed by Europeans entering the valley. The bridging of the river Jhelum at Kohala in 1871, materially altered matters, as up till then the passage of the river was made in country boats ; a very trying ordeal to the nervous, as, I know from personal experience when, having in July 1899, to make the passage there 10 miles lower down, with the river in flood. Even now the Pir Panjal is a great commercial highway for the carriage of grain, salt, etc., to Kashmir. Drivers of heavily laden mules, donkeys and bullocks are still met with on the marches ; bullocks by their slow progression blocking the way, and eliciting felicitous language from the traveller, hurrying on his daily march, to get out of the heat.

As regards climate the first four marches are very hot indeed, much on a par with the plains. At Changas, 3rd stage, well situated above the river, the air is cooler. At Rajouri, 4th stage, the climate improves ; and at the 5th stage, a moderate climate is reached, and the main heat is over. The heat of the first four marches is, perhaps, the only drawback to this route, which otherwise I would strongly advise travellers to try,

as the scenery is fine and picturesque. It is out of the beat track, and is never rushed. The road-way itself has of late years been much improved and is a fair riding track. The Pir Panjal Pass is not usually open before 10th May, and a good deal of snow might be found even then. The traveller selecting this route must be prepared for hill marching, and tents are really needed for the stages beyond Poshi-ana. He should take the usual camp furniture, a bed, two tables, a cane commode and an armchair. Excellent folding armchairs for the moderate price of Rs. 6 are purchasable at Gujrat, which is noted for its manufacture of all kinds of furniture; the Gujrat leather covered chair being a speciality. For twenty-nine years I have roughed it out shooting in the hills and plains as much as most men, in all weathers, at all seasons; and, during the last sixteen, I invariably have carried two such armchairs as these mentioned, one for use on arrival and the other to be sent ahead. They form one-fifth of a load, and I advise every traveller to do likewise. No stores can be relied on, and sufficient therefore for twelve days should be carried. A supply of soda-water from Gujrat to Bhimber and Naoshera (say four days) is advisable. Also, take a tin of Keating's, a tin or two of butter, three of the latest brand of Swiss milk, and don't forget a whistle. Have water boiled at Bhimber. Always take spare ropes, a hammer and nails and some screws, and either aluminium deekchies, or a Warren's cooking pot. See to your own baggage, and never overload the human carrier. You will find an umbrella most useful for yourself and equally so, during the rain, for your servant. If you can afford to do so, always mount your cook and head servant. In the first five marches, streams, some of great force, have to be forded, and the better you are mounted, the happier you will be, and don't forget you require a crupper, and a (*senabund*) breast-band for your saddle.

It is wise also to take spare shoes and nails for horses, as the roads are still horribly stony in places, partaking of the old order of things.

For Gujrat, the sportsman should address by post the Khansama, Dâk Bungalow, Gujrat, Panjab. He will arrange ekkas for baggage, camels, or other carriages and the tonga, if still going, as far as Bhimber. The local civil authority is the Deputy Commissioner, Gujrat. Servants, tents, baggage, ponies, should be despatched so as to arrive in good time at Gujrat, with definite orders to proceed on two marches (28 miles) to Bhimber, reaching there the day before their master is expected, so as to give all a rest.

Gujrat, the terminus, is a station on the N.-W. Railway, about three and a half hours' journey from Lahore. The Dâk Bungalow is 100 yards behind the railway station. It has four rooms and bathrooms. The traveller should rest here for the day (with a good supply of ice in hot weather). He might start for Bhimber at 3 P.M. If the road is in order he may reach Bhimber in five hours. Ekkas will take from six to eight hours. Kharian is the next railway station above Gujrat. It has a small bungalow but no servants or stores. It is nearer to Bhimber, the distance being—

Gujrat to Bhimber	...	...	...	29½ miles.
Kharian to Bhimber	...	...	...	" 20 "

It is a riding road only, and joins the Gujrat route at Kotla, 8½ miles out of Bhimber. It is mentioned as perhaps useful to a few.

It was in Gujrat Dâk Bungalow I read a note in the book which may interest the traveller, and also explain my advising a supply of Keating's for the march—

ENTRY.	REMARKS.
Reverend A. C. *	... Satisfied.
Reverend B. D.	... Service good; but bugs and fleas in abundance.
Capt. and Mrs. E. F.	... Quite satisfied.

ENTRY.	REMARKS.
Capt. X. — S.	... Quite satisfied. ... The reverend gentlemen above took all the bugs and fleas away with them.

The stages, Gujrat to Bhimber, are as follows :—

	Gujrat to Kutchery	$1\frac{1}{2}$	miles.
1. •City.—Kutchery	to Doulatnagar	$1\frac{1}{2}$	"
2.	," to Kotla	8	"
3.	," to Bhimber	$8\frac{1}{2}$	"

Stage 1. Doulatnagar, $1\frac{1}{2}$ miles.—The road runs straight from the Dâk Bungalow towards the city, along a road fringed with Sheeshams ; passes the Government Hospital on the right, and a fine Scotch Mission Zenana Hospital on left. It then skirts the city, leading past Cutchery, Jail, Post Office, and heads straight for Bhimber. The public gardens are on the left, and a neat little church beyond. At six miles a wide sandy nala has to be crossed, and the edge of the same nala skirted a little ahead. Two or three villages are met with. The Dâk Bungalow renewed in 1901, stands back $\frac{1}{2}$ mile from the road. It is clean and fairly well-provided. A khansamah or chokidar is usually here during the season.

Stage 2. Kotla, 8 miles.—From Doulatnagar on, the road continues still fairly good as far as Kotla, $19\frac{1}{2}$ miles. Here is a serai, a quarter of a mile off the road, with two rooms and bathrooms and the same accommodation as the last.

Stage 3. Bhimber, $8\frac{1}{2}$ miles.—All the miles are marked along the road. The travelling is not quite so good as before. The Kashmir border is crossed 300 yards beyond the 23rd milestone. The boundary pillars are seen running east and west. Soon after entering Kashmir territory, another wide sandy nala has

to be crossed. The 24th milestone is near the far side. After which, on the left (25 miles), is the "Rani-Ka-Kua," a well celebrated for good water. The last 4 miles of the road were repaired as a famine work in 1900. At the 27th mile the Custom House overlooks the Bhimber river, whose sandy bed has to be forded, and the bungalow is $\frac{3}{4}$ mile ahead, beyond a grove of trees. Bhimber stands on a small plain surrounded by scrub and more or less low hills.

The Dâk Bungalow repaired in the spring of 1900 contains four rooms and three bath-rooms, also punkhas, and rough furniture; a new kitchen was completed in 1901. There are no stores. Soda-water may be procurable. The chowkidar possesses a dandy, and in the city are a certain number of kahars. Around bungalow are State offices, cutcherry and school. Typical flour mills are worked in the stream, 200 yards to the east. The town of neatly built stone houses, lies to the north. The old Mogul Serai has been altered and modernised into State offices. Beyond it is a very neat jail, and to the right a State Dispensary. The heat here is very severe in summer owing to radiation from the hills. Milestone 28 is 30 yards north of bungalow.

The marches on to Srinagar are as follows :—

NAME.			Height above sea-level.	Distance in miles.	Time.
From	To				
1. Bhimber ..	Saidabad ..	2,000 feet	11½	3½ to 5 hrs.	
2. Saidabad ..	Naoshera ..	1,800 "	10-11	3 to 3½ "	
3. Naoshera ..	Changas ..	2,340 "	12	4½ (Coolies 6 to 7)	"
4. Changas ..	Rajouri (Rampur.)	3,004 "	13	4½ to 5	
5. Rajouri	Thanna Mandi	4,580 "	13-14	4 to 5	"
6. Thanna Mandi	Bahramgâla ..	5,000 "	10	4	"
7. Bahramgâla ..	Poshin ..	8,150 "	6	3 to 4	"
8. Poshin ..	Aliabad Serai ..	10,300 "	8½	5	"
	(Pass crossed at	11,400 "			
9. Aliabad Serai ..	Hirpur ..	7,700 "	12	4	"
10. Hirpur ..	Shupriyan ..	6,715 "	7½	3	"
11. Shupriyan ..	Rammu ..	"	11	3½ to 4	"
12. Rammu ..	Srinagar ..	5,235 "	18	5 to 6	"

I. Bhimber to Saidabad.—*Distance 11½ measured miles. Time 3¼ to 5 hours. Banghy kahars and coolies, 7 hours.*

In this march, the "Aditak," the first range of mountains, is crossed. In the hot weather, my suggestion to the traveller in the first two marches is, provided the nala are reported low and fordable, start at sunset or before, march to the summit of the pass and sleep there in the cool until daylight.

Leaving the bungalow, the road skirts the town, and, beyond, it crosses the river in its shallow sandy bed. This is the first of six fords that have to be passed, and, during a flood, one or all may be impassable. Half a mile ahead is ford No. 2. Recollect, on account of quicksands, a guide is necessary, and the ford here, as in all others, must be strictly followed. The road soon ascends and passes two side nala with steep approaches. Even these trickling streams in heavy rain are awkward crossings, but the flood water soon runs off. After the fourth passage, often a deep one, the third milestone is passed. The sixth and last ford is sometimes very deep. The sand hills on the right form themselves into curious and quaint gorges. The road, now crossing a spur (four miles), enters by the left a ravine with steep sides. In the seventies, the track followed the stream—a trying ascent. Now a new road has been aligned along the right bank of the ravine. As a riding track, it is very steep in places, and the breast-band is needed and careful riding. At six miles two burrs and a peepul tree, overlooking a fakir's hut and tank, come into sight. The tank, which bears the inscription 1885, depends for its supply on rain-water. In cool weather, this is a convenient place for breakfast. The back view is good; but the lie of the ground hides the pass ahead.

Riding at foot pace, over a bad road, half an hour brings one to the summit of the Aditak Range. The pass itself, probably 2,800 feet above sea-level, is narrow—only 8 feet wide—and the last 12 feet up stone steps,

is very trying for either steed, coolie, or camel. It is marked by a fine peepul, whose roots extend for 40 feet across the path. On the summit are three huts, one a Dharmsal: a State sepoy and customs officer live here. Water is brought up from about a mile below northwards and offered by a Brahmin, so that all can drink. The 7th milestone (measured distance) is $\frac{1}{4}$ mile below the summit. In winter, a few hundred feet below this point, when the mountains are deep in snow, a splendid panorama of the Pir Panjal comes into view, this grand range really towering up towards the sky. The descent to the plain is about $1\frac{1}{2}$ miles in length by a fairly good path, shaded partly by *Pinus longifolia*, but very hot and exposed to sun, even in winter. On reaching the bottom, one sees to the right a fort very picturesquely situated in the hills. After fording two streams, the path passes through a gorge, and leads down to the village of Saidabad, the bungalow lying to the right, about a mile ahead.

The bungalow is still very primitive—a centre room, two bath-rooms and a covered-in verandah—with rough and limited furniture, one bed, two tables, eight chairs. There are no servants' quarters or cookhouse proper. Close by a nullah runs down from the hills, in which is visible the remains of a bund or causeway, over which, in palmier days, ran the road to Riassi and the Trikotra Hill. A hundred yards up stream, neatly built into the bank, is a small bowl, fed by a spring, with good drinking water. Close behind to the North are some ancient ruins. Half a mile further back is the Mogul Serai, still used in part by travellers. Here is a bunniah's stall with a post-box attached: the latter is said to be cleared daily by the local runner. A fine view is obtained from the roof of the Serai, which includes the fort of Manalgui, 3 miles west of Saidabad. This fort was visited by Sir R. Temple on June 8th, 1859, who describes an extensive view of the plains towards Sialkote, Jammu and Gujerat. The water-supply was a tank inside.

2. **Saldabad to Naoshera.**—*Distance, 10 11 miles.*

Time, 3 to 3½ hours riding.

In this march, the second range of hills, the Kaman Gosha, is crossed. The road leads due North, passing the Serai on the left. Soon after, the stream is forded—a very awkward passage with any flood on. The left bank is now followed for a mile through a pretty gorge, with large rocks in the bed of the stream, which is lined with oleander. To the left are the remains of an ancient bund, with ruins beyond. Here the palm and the pine fraternize together. After recrossing the stream twice, a dhun is entered and a curious gorge lies ahead. The road enters the glen by the right, passing through hedgerows to a tree on the left, which marks the foot of the ascent. The Pass itself is visible from Saidabad, and lies half a mile to the right of a wedge-shaped hill faced with pine. The old track is distinct, marked out on the soft sand rock. The new road (very indifferent and rocky below), zigzags to the right, and ascends through a fair forest of *Pinus longifolia*. Allow one hour to base and half an hour for ascent. Compared with the Aditak, the summit is open and wide with cultivation to the East. The Pass itself is 2,870 feet above sea-level. On the right is a burr tree which gives good shade for breakfast in the cold weather. The usual fakir's house is to the left. The pines on this range are fine and of considerable girth. On a clear day, in winter, one is rewarded with a fine view of the Pir Panjal. In the hot weather probably all is in haze.

Tütakuti, the highest point in the Pir, is the peak to the left front, 15,524 feet. To its right, East, is a snowy peak, marked in map as Tikear, 15,304 feet. This striking landmark stands guard over two Passes, the Budil, 14,120 feet, to East, and the Roopri Pass to the West. This is no doubt the great bluff visible from Sial-

kote. The Konsa Peaks are E.-N.-E., and the depression of Banihal further East. To the extreme right, the Tri-kotra (three-pointed mountain above Jammu and Riassi) is visible. These peaks deserve mention, as the position of all mountains and peaks is a matter of great interest to the traveller, or, at least, to the sportsman. Once a landmark, or a mountain top is known, the relation of others becomes comparatively easy. Beneath is a wide valley, at the far side of which is the town of Naoshera to the left, and the Serai on the right standing out clear, a good six miles ahead. The first 50 yards of the descent is very bad going, the path then detours to the right, zigzagging back to left. The descent, through a pine forest, occupies 40 minutes to 1½ hours. There are some very awkward corners, at which it is wise to dismount. The road now crosses the valley through sand hills, drops down to ford a branch of the Tawi, and ascends to the rest-house beyond. Time, foot of hill to Dâk Bungalow 1 hour. In the cold weather the Kashmir officials ride from Bhimber to Naoshera in 8 hours, and the distance might be done in less.

The bungalow is located in a large garden, the Baoli Bagh. It is in good habitable condition—four rooms bath-rooms, also a kitchen. A new bungalow, for officials was opened in 1900. The river Tawi runs half a mile due East and, in the proper season, gives good fishing. The fort of Mungal Deo, picturesquely perched on the hills some miles down to S.-E., commands the valley. The village of Naoshera lies half a mile up hill to the North. It consists of a small bazaar, with an Imperial P. O. The Serai is fine, well preserved, and, weather being cool enough, deserving of a visit. The roof commands a good view of the river and the valley. There is a fine ceiling in one of the upper rooms, and in a corner the old treasury is built into the wall 4½ feet thick. The path for to-morrow's march can be seen winding up the hillside; the track on the far bank of the river leads to Aknoor and Jammu. Close

to East side of the house is a neat grave, with the following inscription :—

IN MEMORIAM
HARRY HALL,

INFANT SON OF LT. W. E. NUTHALL, 63RD REGT.,
WHO DIED AT NAOSHERA, 8TH MAY, 1878.

ÆL. 5 MONTHS.

TRAVELLERS WILL DO A KIND ACT BY INSTRUCTING
THE TAKIDAR TO KEEP THIS GRAVE IN ORDER.

3. **Naoshera to Changas.**—*Distance, 12 miles.
Time, riding low, 4½ hours; coolies, 6 to 7 hours.*

Speaking generally this road follows up the valley of the Tawi to its origin at Thanna Mandi at the foot of the Rattan Pir (Range No. 3). Leaving the bungalow, the road ascends to the village, passing through the stone-paved bazaar. The old track then led down to the bed of the river and over the low end of spur. The newer path avoiding the river, turns off to the left, and zigzags up the East face of the hill, and, after passing an awkward dip or two, the summit of pass is reached in about an hour from the start. Looking back, one gets a fine view of the river Tawi in its wide stony bed, as well as the clever diversions of the stream, where several mills are worked lower down. The Kaman Goshi range, and the fort of Mangal Devi stand out clear. To the North, one looks into over a really pretty pine-clad Dhun, through which rushes the river, and, away in the far distance, one may get a glimpse of the Pir Panjal. There is a spring of water 100 feet below and to right of road. The steep descent of 1½ miles will take 45 minutes. The path then hugs the right bank, soon passing on the left the old serai of Nagpura. The Sanatta, a shrub which flowers early in April, attains large growth here and covers much of the hill-side. The path runs through hedges fringed with

pomegranate, jessamine and wild flowers. After a hot journey from Delhi, 40 years ago, Knight writes of this bit "through clustering pomegranates, figs, plum, peach trees, wild, but bearing fruit, we journeyed on and on ; and, as new beauties arose around us, we could not help indulging in castles in the air, and forming visions of earthly paradises, where one might live in the uninterrupted enjoyment of existence and, at least bury in oblivion as remembrance of such regions as the 'Plains of India.'" This, fair reader, is an excellent description, but, alas, even here, the heat is severe, and the traveller's chief motto is "Excelsior." Beyond the serai, the river makes a great sweep East, and some very fine pools are passed. On the opposite bank the *Pinus longifolia* comes down to the water's edge. About a mile ahead, the path turns to the left, leaving the river, crosses a small feeder, and half a mile beyond which is Liran-Wali Bowli Chowki. Time allowed $2\frac{1}{2}$ to 3 hours. This marks the longest half of the stage. Naoshera, 7 miles; Changas, 5 miles. Kahars and coolies always halt here for water and food. The road now ascends, winding over the hills, and finally strikes the Tawi again, running through a wide open valley, the higher ranges showing up. Following up the grassy bed of the stream a little, and passing an old serai high up on left, the path leaves the river, crosses the sixth spur, and again strikes the river above a big bend, whence the serai and rest-house are seen two miles ahead. From here is the choice of two paths. The upper follows the right bank of the river, and after many ups and downs and ins and outs comes out suddenly on the serai, through which lies the path to the rest-house on the bank beyond. This path must be taken when the river is in flood, as in spring and rains. But if the river is low, as in the winter, its beautifully clear water is forded, and one goes straight across the bend of cultivation, re-crossing the river opposite the stage. Changas rest-house is well situated, 100 feet above the

river, just outside the walls of the serai. It contains four rooms, bath-rooms and a little furniture.

Its position is pleasant, and the air feels really cooler than at the two previous stages. Even in summer, specially after a passing storm, the traveller will here generally view the snowy Himalayas, the great Pir Panjal towering up in mighty grandeur to the sky, and, should this be his first visit, he will be very much impressed. The great serrated twin peaks to the left are those of Tuta-kite, 15,524, while to the right is great Roopri or Tikeyar Bluff mentioned before. There is good fishing in the river, and as far up as Rajouri. A bowli and spring lie in a little glen 150 yards beyond the bungalow. The Mogul Serai at Changas is one of the best, and worth a visit. Its walls are covered with a plant which, as Temple says, takes the place of ivy here and in many other places.

**4. Changas to Rajouri.—Distance, 13 miles. Time,
4½ to 5 hours.**

This march follows the right bank of the Tawi, the road crossing several spurs, the river being often out of sight. Leaving the serai, *the bowli and spring are on the left, and, for the next hour, one passes along many ups and downs, ins and outs, with peeps of river to the right. Then the path crosses a ridge to the left, with the small hamlet of Damna below. After 1½ hour's good going, a striking looking house looms ahead on the left—the Chatyar Hamlet, say 5 miles. Fording a stream the road ascends, passing a bawli on left and the village of Kulah. Then one descends to the river now flowing through a wide valley, and on across a fairly well cultivated land, by charming shady lanes, passing later an old musjid on the left and a serai on the right.* Leaving the river once more, the side spur is crossed, and after many little ascents and descents, then

* The first chenar tree is close to the Musjid, but is generally overlooked.

through a small dhan, and over a rise, the path drops down to Moradpur. On the right is a splendid tree over a fine bawli. Time, walking, 4 hours, riding 3 hours. Coolies generally halt here. Beyond this, in clear weather, are fine views of the Pir Panjal. To the left-front, well poised on the hillside, is the large village of Phaliana, and in the distance beyond, the fort of Rambhir Ghai, which we know overlooks Rajouri, not yet in sight. From the tableland beyond, the road descends sharply to the river level, passing under Phaliana, through lanes hedged with cactus and other shrubs, to a small grassy plain overlooked by a chenar tree (*Platanus orientalis*), one of the first seen in this route. Opposite, on the left bank of Tawi, are three small temples, and soon the town of Rampore Rajouri appears beyond a spur to the left. The main river, Tawi, has now to be forded, fairly deep water even in winter, and often a difficult and powerful stream in spring and during the rains, when this river is sometimes impassable for hours. One has then to follow up the right bank and either halt in the town or cross by an easier ford higher up. Across the river, the road runs through rice cultivation, for a mile, then turns to the right, and, passing under some grand trees, enters the garden of the stage by a small door at the east end. The rest-house at Rajouri is an open pavilion. Approached through a garden, the perhaps tired traveller, as he steps into the pavilion, is suddenly confronted with a charming view of a rushing river below, and the town with its balconial houses and miniature palaces perched above the high bank of the stream. The pavilion itself is clean and neatly kept, and so favourable is the impression produced that, after three hot tiring marches, many travellers halt here for a day. On each side of the pavilion is a bed and bath-room. Across the stream are the ruins of a once fine bridge constructed in 1884 (1940) by a Jammu contractor. The piers and buttresses are still standing. In the following year, 1885,

it was carried away by a great flood. The foundations being still sound, it seems a pity the superstructure is not replaced at a higher level.

The distances in this march are —

Changas to Baoli spring Chatyar	5 m.	$1\frac{1}{2}$ hrs
" Maradpur spring and tree	4 ..	$1\frac{1}{2}$ "
" Rajouri	" ..	$1\frac{1}{2}$ "
	4 ..	$1\frac{1}{2}$ "
	13 m.	$4\frac{1}{2}$ hrs.

The garden is filled with fruit trees, cherries, plums, and pomegranates preponderating, and the traveller may pick his first cherries here in May. Close behind east wing is a weak chenar. Outside the garden is another chenar, hollowed and eaten, and a fourth tree flourishes at the Tahsil in the town opposite. These splendid trees do not seem to thrive well at so low an elevation. Whereas, in the vale beyond, the mountains, these trees, especially when clothed in autumn tints, form one of the glories of Kashmir. Dhani Dhar is the Sikh fort on the high ridge behind. It is held by one sepoy. The view from it will repay the climb. Far away N.-W. 8 cos, one sees from the pavilion the fort of Ramghur perched, in true Kashmiri style, on the giddy pinnacle of a hill. Four sepoys now guard it. Fair fishing is to be had at Rajouri. In the town itself are the remains of a very large serai in wonderfully good order, well worthy of a visit, the view from the battlements being good.

5. Rajouri to Thanna Mandi.—Distance, 13-14 miles. Time, 4 to 5 hours.

The march follows the left bank of the river Tawi almost to its source. The view of the Pir Panjal at sunrise, at the start, is often good. During the first $1\frac{1}{2}$ miles the feeders of the river have to be forded. The first ford is across the Darhal stream, a formidable channel in early summer and after rain. The second ford is twenty yards ahead. After this, the road improves and is fairly good all the way, the ascent being very gradual.

In the sky line ahead, two peaks are visible. The double sharp peak to the left is Tutakuti, the highest point of the range. The other midway is the peak Tikear 15,304 feet, which, as before noted, overlooks the Budil and Roopri Passes east and west respectively. From Rajouri up the Darhal glen a mountain path leads to Aliabad Serai over the Ruttan Pir, and the Pir Panjal, by the Darhal Pass. The distance measured by the map is about the same on both routes. The track also passes the two larger lakes of the Pir Panjal, Nundum Sar and Bhag Sar. After crossing the Ruttan Pir, at its foot the path divides. The left track, passing Nil Sar, leads to the Darhal Pass, where its elevation is 13,080 feet. Just beyond this Pass is Nundum Sar, a lake a mile long, and half-a-mile wide, in which the Jaddi river takes origin and runs down to join the Rambiarâ stream, a little above Aliabad Serai, about 16 miles distant. According to Vigne, in 1814, Maharajah Runjit Sing sent forward 10,000 Sikhs by way of Nundum Sar to Kashmir, who gave battle to the Afghans on the Pinjar plain, near Shupiyan. A shower of rain rendered the Sikh muskets useless, and they were defeated, although the Pathan general was killed. In 1819, the Sikhs again advanced, a large force proceeding by Bahramgalla, a smaller body by the Nandan Sar Road. A battle was again fought near Shupiyan, which gave Kashmir to the Sikhs. The other track crosses the Darhal Pass, about five miles to the east, at the height of 13,400 feet. Close to the Pass is Bhag Sar. The Roopri river rises at this lake and joins the Rembierâ stream opposite a watch-tower about four miles below Aliabad Serai. The track from Bhag Sar leads down the Roopri Valley for seven or eight miles, it then crosses the high ridge (a stiff climb) that forms the left bank of the nala and joins the Jaddi track for Aliabad Serai. About 20 miles due east of Bhag Sar is Konsa Nag, the largest lake in the Pir Panjal. Between Bhag Sar and Konsa Nag, on the south side

of the Sedau Pass, is some good ground for Thar. This route would hardly be open before June. It may be useful to a man on short leave as a place where, besides Thar, a good red bear might be picked up, and Goorul lower down.

About 4 miles above Rajouri, the old Serai of Futtéhpur is passed on the right, the village of the same name being on the opposite bank of the stream. A mile or so ahead, the Thanna gorge is entered, the valley narrowing down for a short distance. The path soon descends, crosses a small brook, and beyond the small village of Lehra Wali with its bowli is reached. This may be counted as $2\frac{1}{2}$ hours. Above the village is the serai of Saghi. The gorge again opens out, and the land is under rice cultivation, through which the tracks run. The mountains ahead form an amphitheatre, the dark lower range of the Ruttan Pir running right across. After fording a side feeder the path rises and passes the jaghir and hamlet of Pharot. The hills now for the next two miles close in like a funnel, and the road ahead is excellent. After clearing the funnel the road opens out, and, at last, $1\frac{1}{2}$ miles ahead, the fine old red brick serai of Thanna comes into view. The rest-house is built into the hillside above and to the left. After fording a branch of the Tawi the path ascends, and soon passes the gateway of the serai. Thence it continues on through the tiny village of Thanna, to the stage house just above. Though very rough in places, and much cut up in places by irrigation, the road as a whole is very good, and the last three miles is excellent riding, and the march may be considered a pleasant one, conveying, as it does, the traveller to the foot of the real mountains. The dark ridge of the Rattan Pir shows out well below the higher mountains. In clear weather, the path leading over the Rattan Pir is quite clear, two trees marking the position of the pass.

The Dák Bungalow is well located at the head of the valley, and commands a good view of the approaches

from Rajouri. It is a barrack, containing four rooms and bath-rooms, with a fine verandah along the whole front, and overlooks the village and bazaar : above the bazaar is a fine chenar tree, in which a couple of hawks nest annually. On April 2nd, 1899, after some trouble I persuaded a man to climb the tree, and he brought me the eggs (3) for a collection. On March 30th, 1900, I sent up a man, who found three eggs in the same nest. So I conclude the birds simply repair the old nest each spring. The bazaar is small and neat, and the Post Office is the terminus on this line. Combs are made here from boxwood, which grows on the Pass above. The village of Mandi lies up the valley, round the corner, to the east. The houses are picturesquely crowded together in tiers on the hillside, which overlooks the river (the main source of the Tawi) and are well shaded by walnut and other trees, and while portions of every pathway are occupied by running water. This pretty village should certainly be visited in the evening. The summer climate here is mild, and the cold winter is severe, snow lying often for three weeks.

6. **Thanna Mandi to Bahramgalla.**—*Distance,
10 miles. Time, 4 to 5 hours.*

The Raftan Pir Range is crossed in this march. The path follows up the valley, N.-W., the right source of the River Tawi. After a mile, the road to Poonch turns off and up the mountain side to the left. The Kashmir path continues, fording the incipient Tawi several times to enter the real mountains. After this the path ascends sharply to the village of Ajanabad, high up in the left. As the traveller ascends, his spirits rise under the influence of the bracing air, which tempers the heat of a still hot sun. The ascent may take about 3 hours. Monkeys, lungoors, are often met with. The Pass is 8,200 feet. The view ahead is grand at any time, but much more so when the mountains are clad in snow; April and May: To N.-N.-E. rise the twin peaks of

Tutakuti 15,524, and specially recognizable by the serrated edge of the highest point. Below, one looks down in the valleys that run from the higher mountains, which once held grand herds of markhor, now, alas, no more, or reduced to a minimum. The Aliabad Pass is hidden away to the right. Looking back is a glorious view of the outer hills, stretching away towards the plains—a grand sight at sunset. On the slope, west of the Pass, are several graves. In the Pass itself is a Ziarat overshadowed by a grand elm tree, as well as two or three other houses. Facing the Ziarat is a covered-in spring. The descent to Bahramgalla is about 2,000 feet in 5 miles. The path runs through a beautiful forest, amidst rock and dell, on the shady side of the mountain, and in the spring and summer the air is perfumed with wild flowers. At the foot of the descent the stream is crossed by a bridge. Whence the path rises to a little pass, beyond which is the stage, after passing a pretty Hindu temple on the right and the Ziarat of Syud Zirak on the left. Bahramgalla is situated on a small plateau, on the left bank of the Chittapani river, in a wild, quaint gorge, with precipitous sides overlooking the village. It is in the territory of the Rajah of Poonch, Buldeo Sing, who succeeded his father in 1892. The Rajah of Poonch is a keen sportsman, an excellent rifle shot, and a most kind host. The bungalow, which is in poor order, is a *pukka* barrack, with five rooms, two bath-rooms and a verandah. The furniture is limited to tables, chairs, one bath, but no bath-room furniture. The temperature is quite cool, and blankets will now come into play. In winter snow lies to a great depth. On the opposite side of the river, overhanging the torrent, a stone fort is most picturesquely placed. Near the Rest House (passed on the morrow) is the Nurichamb (fountain of light) a noble waterfall, with a seventy-foot drop. Vigne compares this to the fall of Fyers on the banks of Lochness. To see the full effect of this splendid cataract one should leave the path, ascend

the gorge for about 20 yards and look down into the seething pool below. Great flocks of blue rock frequent the rocks above the fall, as well as the cliffs opposite. Just above the Rest House is a track, which leads up to the head of the fall and on to the Mustan Pass, 13,780.*

The Emperor Jehangir died here of palsy, on his way to Kashmir, the fact of his death being kept concealed until his successor, Shah Jehan, was proclaimed. Kashmir was his favourite residence ; he spent thirteen summers there, and was anxious in his last moments to be carried to Vernág, but Núr Jahan, his lovely and devoted wife, had the corpse conveyed to Sháhdéra, near Lahore, where she devoted the last twenty years of her life to erecting the magnificent Mausoleum to his memory. A direct path runs from Bahramgalla to Poonch, *via* Sooran.

7. **Bahramgalla to Poshin.**—*Distance, 6 miles.
Time 3 to 4 hours.*

The path lies up the deep and narrow Chittapani valley. After a gentle ascent, it descends to the bed of the river which, during the rains, is a rapid torrent ; it then continues for about five miles, mostly along its stony bed, but crossing and recrossing it 28 times by very roughly and simply-constructed wooden bridges ; about a mile from Poshin it ascends the right bank of the river and approaches the village by an almost perpendicular ascent of 1,000 feet up natural flights of steps. There are several waterfalls along this march, but their number and beauty vary greatly with the season. The first and finest is situated in a nook on the right, about five minutes from the bungalow, mentioned in the previous page. Of the others, one is about half-way on the left bank ; and there is another on the right bank just before leaving the

* On the Poonch road to Kashmir, between Haiderabad and Uri, 6 miles from the latter place, is another noble waterfall also called Nurichamb. It is said to have got this name because, in the days of the Moghul Emperors, Nur Jahan Begum sat and admired it, when accompanying her regal consort, Jehangir, to Kashmir after his conquest of Poonch about A.D. 1618. See ahead.

bed of the Chittapani. About a mile beyond Bahramgalla the road runs through the village of Chandimur occupied by six blacksmiths who are employed in making shoes for the hordes of baggage ponies, passing backwards and forwards between India and Kashmir, along this, the great commercial route for the Punjab. The visitor, long ere this, has made the acquaintance of these heavily laden beasts, and has possibly used strong language at the delay caused to his progress along the track, appearing as they often do at most awkward turns and corners of the road. The general state of this route, the precarious nature of the bridges (of which these are really 29, if the one over the Nurichamb stream be included), alarming sometimes even to nervous pedestrians, should warn the visitor against bringing in big horses by this road. A Kashmir hill pony can really go anywhere without fear. I have, however, known a big waler brought in by this road, but the risk is considerable. Crowds of monkeys, lungoors, with jet black faces and white whiskers are generally seen and heard on the banks of the stream.

Poshin is a small village half-way up the steep side of a lofty mountain range. The inhabitants number about 200. The huts are built into the side of the hill, and the pathway sometimes leads over a roof. The villagers are all "*Kachacharyalis*," whose employment is importing grain to Kashmir. So soon as the Pir Panjal Pass is closed by snow they leave their houses (many of which before the next season are crushed in by the weight of the snow) and retire to Thanna Mandi.

There is no bungalow at Poshin. A small single-roomed hut is kept clean by a decrepit old man, who will make his appearance on the arrival of an European and produce his chits. Visitors are advised to pitch their tents just before reaching the village, where two or three good encamping spots will be found. Provisions, such as eggs, butter, etc., should be taken on from here, or Bahramgalla, as nothing can be obtained at Aliabad

Serai. Poshin, on the whole, has little to recommend it, and is a decidedly miserable spot to spend a wet day at. Its elevation is 8,300 feet. Looking north, one gets a view of the crest of the Pir Panjal and of the tower to be passed on the morrow.

**8. Poshin to Altabad Serai.—Distance, 8½ miles
Time, 5 hours**

The grand Pir Panjal (Pansal) range has to be crossed in this march; its formation is basaltic—an amygdaloid trap,—beautifully marked in some places. It is so called from a fakir "Pir Panjal; Panjal in Kashmir" who is buried in the pass, and at whose shrine offerings are made by native travellers. After an easy journey of half an hour a mile-and-a-half along the mountain side, the path descends to the Ramtakki—an open space on the bank of the river, and sometimes used as an encamping ground; from this point to the summit the rise is 3,000 feet. The road then crosses the Chittapani for the last time, passing a beautiful waterfall and shortly leads to the Nilana Valley, at the upper end of which begins the ascent of the Pir. Chedikand is a stone hut on the left, just after entering the Nilana; and Kasi kand is another, about an hour's walk further on—they were built by the Moguls as refuges for travellers during storms. About half-way, a fakir is generally found sitting outside his hut with a bubble beside him for the "faithful" who pass by. The ascent of the pass is not so difficult as it at first looks, for though steep, the road is fairly good, and improves as the season advances. Early visitors may find the journey a steep and awkward track in the snow, and the climbing severe. In the zig-zags, near the summit of this pass, according to M Bernier, some of the ladies of the Seraglio, accompanying the Emperor Aurungzebe to Kashmir in 1664, "paid a fatal penalty for their too ardent desire to show themselves off to a gallant and magnificent army; for, one of the elephants fell back upon him that was next, and he upon the next, and so unto the fifteenth, so that they

did all tumble to the bottom of the precipice. It was the good fortune of those poor women, however, that there were but three or four of them killed, but the fifteen elephants remained on the spot. When those bulky masses do once fall under those vast burdens they never rise again though the way be ever so fair, the historian ungallantly adds. The summit of the Pass is four measured miles from Poshin. The elevation is 11,400, and the climb will occupy about three hours, the time being dependent on the state of the road, the depth of the winter snowfall, and the condition of the traveller. The crest of the ridge extends for about 200 yards, between two peaks, in the middle of which is the round tower before mentioned. Close to it is the Fakir's hut, and it is this point that is the Pir Panjal. According to Sir R. Temple other points may belong to the Pir Panjal range, but no other spot save this, is *the* Pir Panjal. The Poonch jurisdiction then (in 1859) under Raja Moti Singh extended up to this watershed. On June 16th, 1859, Sir R. Temple and party of four, including one lady, were the first, and, so far as I know, the only European party of travellers who have camped for the day and night on the Pir Panjal. The peaks on either side of the Pass are 12,200 and 12,212 respectively.

The summit is a fine grassy plateau, and the road to Aliabad Sarai $4\frac{1}{2}$ miles distant, runs through the centre by an easy slope and descent. After a fatiguing climb, the traveller will experience some disappointment on discovering that the fair valley, probably so much in his thoughts, is not yet to be seen. Knight describes his feelings : "At the Kashmir side of the Pass, I had expected to see something of the far-famed valley, but nothing met the eye but a wild waste of land, bounded on all sides by snow, while a few struggling coolies toiled up towards us with some itinerant Englishman's baggage like our own." In the early season these snow-bound peaks are grand and solemn looking. Towards Kashmir they cut off the N. and

N.-W. views, but eastwards some mighty snow-peaks are viewed, including Kolahoi 17,830 feet (Liddar Valley), and the mountains bordering the Wardwan Valley. Looking towards India, the traveller feels well repaid for his trouble by the extensive view. On clear days the Minars of Lahore are said to be visible though at a distance of 130 miles. The earlier the season, or later—October and November—the more perfect are the views obtained. The visitor should not forget this day to take his glasses with him. On the left of the Pass stands an octagonal tower pierced with loopholes and visible at a great distance. This may afford some shelter in case of necessity. During the season a fakir is generally to be found occupying a hut on the right of the road. His abode consists of two rooms. A few huts belonging to the migratory shepherds, who graze their flocks on the neighbouring downs, are also found near the summit. Besides these huts, a number of graves exist on the Pass. People carry up their dead from long distances in order to inter them near the grave of the sacred man after whom the Pass is named.

Severe cold, and heavy storms of wind, rain, or drizzling snow, occasionally overtake the traveller. Even as late as May, lives have been actually lost in this Pass during a snow-storm. Delicate visitors, and parents travelling with children, are warned against this. Extra warm clothing should be got out, as well as food and the means of warming it.

The Aliabad Serai is one of the usual stone Mogul buildings, erected at the base of a lofty perpendicular hill, on the left bank of the Rambiara River. It stands forsaken and forlorn, in dreamy solitude, being buried in snow from December to April, when it remains unvisited by man. Its elevation is 10,300 feet.

The visitor's quarters are on the west side of the square, opposite the entrance. They are unprotected by doors or windows; there are no fire-places—all are in a filthy state. Though more like a stable than a house,

the serai yet affords some shelter from a storm. But it is a cold, gloomy, miserable spot; no supplies whatever are obtainable. All around the serai are good places for encampment. Near the riverbank, a small stone with a plain cross above it, marks the last resting place of an army surgeon. In 1876, cholera, raging in the Punjab, spread to Kashmir. When marching from Poshin to Aliabad, this unfortunate officer was seized with cholera on the top of the Pass and died in this bleak and dreary place. The inscription on the tomb runs—

IN MEMORY OF

ALFRED JOHN CLAPP, M.D.,

Who died, 25th August, 1876.

AGED 33 YEARS.

Shortly before reaching the serai, a stream will be seen joining the right bank of the Rambiarâ. This is the mouth of the Jaddi Nala, up which runs a track to the Lakes Nundun Sar and Bhag Sar, mentioned previously as reached direct from Rajaori *via* the Darhal Pass. These lakes, lying at the head of different valleys, are respectively two and three marches from *Aliabad Serai*; any one wishing to explore them must take his coolies and provisions from *Baramgalla*, *Poshin* or *Hirpur*. They are probably the nearest lakes to any of the routes leading into the valley. Though small, they are typical. Situated at very high elevation; their surroundings are bleak, rocky, and inhospitable, where firewood is obtained with difficulty, and where are no habitations. Musk-deer may be occasionally found in the heights in the neighbourhood of the serai, and still more rarely, markhor. Travellers are not advised to halt at *Aliabad*. If the coolies are well up and the visitor has determined to proceed further, he should arrange to breakfast on the Kashmir side of the Pass, and then march to Shahkote, about six miles beyond the serai.

Here the air is less keen, and a most delightful encampment can be obtained on the right bank of the Rambiará. Thence the march to Shupiyan can be easily done in one day.

9. **Aliabad Serai to Hirpur.**—*Distance, 11 miles.
Time, 4 hours.*

The road continues down the valley, which gradually widens, and towards the end of the march opens almost into the plains of Kashmir. The descent to-day, for the first part, leads along the precipitous sides of the mountain, by a path only 3 or 4 feet wide, with a roaring torrent, the Rambiará, several hundred feet below, and the rider must proceed with caution. The latter half is nearly on a level with the river, and is easy both for walking and riding. Lâl Golám is the name of a walled portion of the road, about two miles from the serai; it is built out from the almost perpendicular side of the mountain, and overlooks a fearful precipice. Before the causeway was made many a dreadful accident happened at this place.

A cannibal, Lâl Golám, is said to have dwelt here, who killed the travellers by throwing them down the precipice, and afterwards devoured them at his leisure. To calm the timid, it may, however, be added that there is a grave a little above the road, and opposite a large pine tree, the reputed burial-place of this legendary monster. Zujnar is a watch-tower about a mile further on, where one gets a distant peep over the upper half of the valley of Kashmir and the snowy Ladak ranges beyond. Shahkote is an old fort on the right, across the river, upon the edge of a plateau, and commands the road up the valley; it is overshadowed by the grand snowy mountain Raimura. Just after passing the fort, the path descends to a picturesque old ivy-grown serai, called Suk Serai, on the left bank of the Rambiará. The scenery is now most picturesque, and the remainder of

the march, as Knight says, leads through "delightfully shaded woods studded with roses and jesamine, while the ear is gladdened by the notes of the wood-pigeon and nightingale who people the forests." Of this portion, Sir R. Temple, a keen artist writes, "Looking to the fort, the serai, and the torrent at our feet, the firs and snows on either side, and, considering this is the first view of Kashmir, I thought this one of the most interesting spots on the march, I felt like a pilgrim in sight of Jerusalem." Indeed between Suk Serai and Hirpur is perhaps the most perfect bit of this route. Boys writes. "The latter part of the march was along the river bank and through most lovely woods. The water of the torrent was clear as crystal and through it the white and brown boulders of its bed show out, lit up with the most beautiful tints. It is the most lovely bit of nature in water that I have ever seen." Early in the season, the May will be found in full blossom, scenting the air with its delicious fragrance, while the rich grass in the meadows near Hirpur is dotted with daisies, buttercups, and other English flowers. About three miles short of Hirpur is Doobji, an encamping ground on the left bank of the river.

Hirpur is a small and scattered village, prettily situated on the right bank of the Rambiarâ, in the middle of the valley—here a mile wide. There is no bungalow here and tents are needed. A Hindu Bunniah acts as chow-kedar, and will supply milk, butter, and eggs. There is a good pitch for tents on the river side of the bungalow.

If the traveller can afford the time, he should by all means take a guide and visit the Haribal Waterfall. The path leads through pine forests and over grassy plateaus, in all about six miles, to the village of Sedau. The waterfall is three miles from thence. The greater part of the road can be ridden over. The fall itself is perhaps not more than 30 feet, but the dense volume of the water, as it thunders through a precipitous gorge, throwing up a great cloud of spray, makes it one of

the sights of Kashmir. *Haribal* means "the power of Hari or Vishnu." It is a very sacred place with the Hindus, and many a religious fanatic has thrown himself from the precipice on the west side into the seething pool below. From Haribal to Shupiyan is about 7 miles, the road running across a pleasant common. If breakfast is sent to Sedau, Shupiyan can be easily reached by this route.

**10. Hirpur to Shupiyan—Distance, 7½ miles.
Time, 3 hours.**

This is a delightful march. The road on the right bank of the river runs at first through a forest, after leaving which the valley gradually opens out. On each side, hills are covered with trees and verdure. As the valley widens, the road slowly descends into the vale of Kashmir, through rich meadows green with luxuriant grass. After the massive, rugged, almost gloomy character of the country about Poshin and Aliabad, the softness of the scenery will form a complete change and relief. It was at Deopur, between Hirpur and Shupiyan, that the Sikhs obtained the victory over the Pathans that gave them Kashmir. From Hirpur onwards the type of house changes, and the Swiss cottage style of Kashmir, pent roof and gables, take the place of the flat roof. Shupiyan is the largest village on this side of the valley. It is the commercial depot of the Punjab. It is a pretty wooden town, through every lane of which water flows in narrow channels. The bazaar is a good one, and excellent honey and the honey-comb can be purchased there. The robust and healthy look of the villagers will probably strike the visitor. A fine new mosque was completed in 1899. Early in the season, before the snows have much melted, should the sky be unclouded, the traveller will be charmed with the view obtained at Shupiyan. On all sides, the eye rests on mighty mountains, whose snow-capped peaks tower up toward the sky, and appear

to hem in completely the lovely valley stretching away toward the north. This view in May or June, after a heavy winter snowfall, is as perfect and characteristic of its kind as can be obtained in Kashmir. As the visitor journeys on, particularly after Ramu is passed, the scenery becomes tame, flat, and uninteresting, although, as Knight says, "This tameness is redeemed by the glorious mountain range which bounds the valley in every direction with its pure unsullied fringe of snow." The season of the year has a great deal to do with this view. On August 29th, Mr. Boys writes, "the landscape was all in haze and the actual entry into Kashmir proper was tame." The author of "Hints to Travellers in Kashmir" sums up the scenery from the top of the Pir Punjal Pass to the Valley thus : "Monotonous maidan for four and a half miles, monotonous valley for six, and a very ordinary wood and water foreground, with occasional fields, for $12\frac{1}{2}$ miles, until Shupiyan is reached." The time of the year is not given. Visitors must judge for themselves. "De gustibus non est disputandum." A short distance south of the town, there is a very pretty wooden mosque, minutely described by Vigne, which may be studied as a model of this type of Kashmirian building. The bungalow at Shupiyan is extinct. It has twice been destroyed by fire. The old double-storied building is now uninhabitable. Between Shupiyan and Vernag, due E., under the southern hills, are many pretty villages and camping spots, described hereafter. As noted before, instead of taking the direct road, one can march to Sedau about 6 miles, thence to Haribal $2\frac{1}{2}$ miles and $2\frac{1}{2}$ back, and then Shupiyan 6 miles, total a good 17 miles. This divergence will take the traveller through lovely forest scenery. From Shupiyan one can proceed to Srinagar *via* Payech and Kakapur. At Payech is one of the most perfect temples in Kashmir. The distances are: Shupiyan to Payech, 12 miles; Payech to Kakapur on the Jhelum, 6 miles—a few hours by river above Srinagar.

**11. Shupiyan (Shopian) to Rammu.—Distance,
11 miles. Time, 3½ to 4 hours.**

The road after leaving the village, crosses a tongue of land covered with rice-fields and descends to the Rambiara, flowing along a wide stony bed in two or three branches, which are bridged in several places. This river rises in the Pir Panjal, one of its sources being the Lake Nandum Sar. Rattenpura is the village on its far bank. Ascending, the road continues through wooded hills, passing the ancient zearat of Syud Musa Baghdadi. In connection with this, goes one of the usual legends : A rich merchant, centuries ago, halted here on his way from the Punjab to Kashmir. The Fakir who lived here on appealing to him for a present, was refused and ordered away. The Fakir then cursed the merchant and prayed for his death. The prayer was answered. The rich man died on the spot, and the wealth he carried with him was turned into dust. Half a mile ahead is another old Mogul Serai. The centre square is now occupied by 6 houses, 4 Sikhs and 2 Mahomedans. From the detached walls of this serai, on a clear day, one obtains a grand uninterrupted view of the Vale of Kashmir and the mountains enclosing it. This serai is named Shajimarg after the plain on which it stands. It is about 5 miles from Rammu. Near the west end of this plain or common, about 20 yards to the left of the track, is a collection of old stones. Unless pointed out to him the traveller would hardly notice the spot. These stones apparently represent a small Mahomedan cemetery enclosed by a wall. At one end (W.) is the miniature of a Hindu temple stone about 4 feet high. Probably a temple existed here, which the Mahomedan invaders converted into a sepulchre. The legend regarding this is as follows :—During a wedding here, a fakeer was mortally injured. When dying he prayed that the whole party might be turned into stone,

which prayer was granted. About two miles further the path descends to the Ramchu river, which flows in several branches through a rich and narrow valley between two *kareewahs*, and after a mile or so it ascends the left bank, and shortly leads to an old *dharma*sala or rest-house, which contains a room formerly available for visitors. Ramu is about a mile further on ; it is a considerable village on the left of the road, and situated under a low range of hills, the top of which commands an extensive view of the valley, which the traveller should certainly avail himself of. The *bungalow* was destroyed by fire in 1885. In the dharmasala, at the other end of the village, a room is still available ; a small loft at the entrance lodge of the old bungalow can also be occupied ; around the ruins of the old bungalow are still good places for encamping under shady fruit trees. The takidar here employs a primitive but very useful method of getting in supplies for the visitors, on whose arrival, a big drum is produced and whacked to the following tune ; one whack for the woodman, two for the milkman, three for the bunniah. The drum is a good one and can be heard for miles around.* The *seerat* of *Shih-nur-iddin* at Chrar can be visited from Ramu, the journey to which from Hirpur may easily be made in one day by breakfasting and changing coolies at Shupiyan.

**12. Rammu to Srinagar (Munshi Bagh).—Distance,
18 miles. Time, 5 to 5 hours.**

After clearing the hollow in which Rammu lies, the road descends into an extensive valley to the right, peopled with villages, well cultivated, and dotted with fruit and other trees. Running for two miles parallel to the *Kareewah* on the left, the path turns sharply and tops the *Kareewah*, from where one obtains a splendid view to the East. After clearing a dip, it ascends, crosses

* The drum is now beaten as a general notice only that a traveller has arrived and requires supplies.

a plateau and descends easily to Khanpur. This village is 12 miles from Srinagar and six from Rammu. To the left is the ruin of one of Akbar's serais, the last of those on the Bhimber road. Though not habitable, it affords shelter during a storm. From Khanpur the road descends for five miles to the village of Gohalpura, where are some fine chenars, 15 on east side of road. The track from Wahtor joins in here. It is a large village hidden in a hollow between tablelands (Karawah,) and about 9 miles from Srinagar, Gohalpura being seven. There are some fine camping grounds at Wahtor, and through it runs the road to a small but beautiful lake, Nil Nag, situated in the outer mountains of the Pir Punjab, about 13 miles distant. From Gohalpura on to Srinagar the road is driveable, and is shaded in many places by grand chenars. Kralpura is a mile ahead, and beyond it, the sides of the road are lined with poplars. Chandpur is $3\frac{1}{2}$ miles from the capital, and, beyond it, the road follows the right bank of the Dughanga river. Near the town, on the left, is a large mundir or temple, and inside its enclosure the ashes of the late Maharajah Golab Sing are deposited.

The five splendid buildings on the left bank of the Dughanga are the State silk factories. After passing the cavalry and artillery barracks on the left, the road skirts the parade ground and, turning to the left, enters a very busy and interesting bazaar, which leads on to the first bridge. Crossing the bridge and clearing the shops, one heads for the Munshi Bagh, passing along the back of the shops which face the river. The Punjab Bank is the new fine building on the right. The Telegraph Office is off this road to the left. The road then enters a poplar avenue, near the centre of which is the Tonga terminus and the Post Office beyond. The gates of the Residency close the avenue. The Post Office overlooks the Cricket and Polo ground, and the hotel is on the far northern side. The European married quarters are in the Munshi Bagh, beyond the Residency. The

Bachelors' retreat is in the Chenar Bagh, at the back of the hotel.

If the traveller wishes to avoid this long tedious journey, he can march to Kakapur on the Jhelum, 10 miles distant, and drop down by boat to the Capital.

Gujrat, Bhimber, Poonch and Uri Route.—The marches, Gujrat to Thanna Mandi, have just been described. The remainder are as follows:—

NAME.		Distance in miles.	Time.	REMARKS.
From	To			
1—6 Gujrat ..	Thanna Mandi ..	97½	..	Described, p. 79.
7 Thanna Mandi ..	Sooran	16	7 hrs.	Cross Ratan Pir 72,00.
8 Sooran ..	Poonch	15	7 "	
9 Poonch ..	Kahoota	9½	3 to 4,	
10 Kahoota ..	Aliabad	6	3 "	
11 Aliabad ..	Haiderabad ..	6	3 to 4,,	Cross Haji Pir 8,500.
12 Haiderabad.	Uri	8¾	3,,	J. V. Road.
13 Uri ..	Rampur	13	..	Ditto.
14 Rampur ..	Baramula	16	..	Ditto.
15 Baramula ..	Patan	16½	..	Ditto.
16 Patan ..	Srinagar	17½	..	

7. **Thanna Mandi to Sooran.**—*Distance, 16 miles.
Time, 7 hours.*

Leaving Thanna, the track follows the Pir Panjal route up the narrow valley N.-W. for a mile. Opposite a large stone, the path turns off to the left and, zigzagging, rises steeply to the first ridge; which is reached in half an hour. From here one looks ahead into a confined but pretty valley, on the far side of which, at a much higher elevation, is a second ridge, about three miles distant, which commands the country of Poonch. In the valley itself, in early spring, the most striking feature is the mass of blossom, of various tints, presented by the

Rhododendron trees. On April 4th, 1899, these trees were in full bloom—a most wonderful sight, dotted about on all sides, amidst Hill Oak (*Ilex*) and other trees. But in the following year, April 2nd, 1900, on reaching this ridge, anticipating this curious view, I was greatly disappointed. Not a Rhododendron flower was visible : a late heavy snowfall had retarded the spring. Down in the valley only a few trees had commenced to bud. From ridge 1, the path drops into the valley to the right ; it then slowly ascends through forest and Rhododendron trees to a middle ridge. Running easy, the ascent continues ; and a final stiff climb of 300 feet brings one to the head of the Nilidheri Pass, 7,200. To the right is the boundary pillar marking the limits of Poonch and Kashmir. In early spring, the view though very limited is grand and solemn. Tatakuti, a twin peak, the highest point in the Pir Panjal Range, 15,500 odd, seems quite close. The snowy hollow to the right is the head of the Bakri Wala Nala, that in the seventies held some grand Markhor. Now, alas, few remain, chiefly small heads. The Sia Nala lies to our left of the peak. Close to the Fakir's hut are several fine Rhododendrons, from which cuttings may be taken. The Pass looks into the Nilidheri glen clothed with forest, but containing few (if any) pines. The descent is very steep by a mountain track, the path crossing and recrossing the stream, and most of it must be footed. After three-quarters of an hour's good going the road is better and just rideable. In early spring, there is a great show of violets and other flowers ; and, with the trees in leaf, this is a beautiful gorge.

The path eventually debouches into the valley, down which the Chitta Parni River flows foaming along. On the right bank, perched on the hillside, is the picturesque village of Bisliaj. A mile and a half further down, the river is crossed by a bridge, and, at the village beyond, is a good place for breakfasting, the back of the march having been broken. On April 2nd, and in November 1901, I have ridden

across the river. But in May and later on, specially about sunset, this is a most formidable stream, and should the bridge here, or lower down, be carried away, I do not envy the traveller who has to ford this river. Beyond Bifliaj the roads runs easy and level, skirting the right bank of the river for $4\frac{1}{2}$ miles; when in flood some awkward detours have to be made. A mile and a half this side of Sooran, the river is again crossed by a bridge and the left bank followed up to the bungalow, which is only visible a few hundred yards distant. Sooran is a small village situated in the widest part of the valley. The bungalow is more or less private, and, in the summer, is often used by the ladies of the Palace. This march is long; the latter part is hot, but provided the bridges are intact there is little difficulty. The divisions are as follows:—

1 Thanna Mandi to Summit	... 4 miles.
2 Summit to Sooran Valley	... 3 ,,
3 Sooran Valley to Sooran	... 9 ,,
	—
	16 miles.
	—

8. **Sooran to Poonch.**—*Distance, 15 miles.* Time, 7 hours.*

The road continues down the valley, recrossing by bridges the two branches of the Sooran River. At $1\frac{1}{2}$ miles, a side nala, joining from the Oosi-Marot glens, has to be forded. The valley descends gradually, and the road is very easy as far as the small village of Malan, where the river swerves to the right. (The Rajah's elephants ford the main stream just above the spur, where the water rushes with great force, and continuing over the rocky ground in the centre, recross at Serowli 3 miles lower down.) The bridle track follows the spur, then descends and one rides through the shallow water under the right bank, the depth being 2 to 3 feet

* The latest measurement is only 14m. 3f., but the actual distance seems much longer.

This ford must be carefully kept, as on either side the water is deep and the way ought to be shown. During a flood a long difficult detour with steep ascent and descent has to be made. Seowlî, generally considered half way (say 8 miles), is marked by a tree or so, and a little ahead, the Mandi* Valley, $6\frac{1}{2}$ miles from Poonch, joins in on the right, and its powerful stream of three divisions has to be crossed. Beyond the Mandi gorge, the road skirts the high tableland on the right, then past rice-fields to Chândûk whence Poonch comes in sight $4\frac{1}{2}$ measured miles ahead. Beyond is Nagali a small village with a lovely spring on the edge of a nala 3 miles from Poonch. A carriage driving road has been made for the last $2\frac{1}{2}$ miles to Poonch. The Palace and the Old Guest House stand out, as striking objects swamping the other buildings. The road passes through the gardens and turns up the hill to the right to the Private Guest House.

The Travellers' D. B. is about $\frac{3}{4}$ of a mile beyond the Palace. It is situated on a grassy plot at the wide mouth of the Bitarh River. It was partly destroyed by the great flood of 1893.

Poonch (3,350 feet above sea level) is a small town containing about 500 houses and a very busy bazaar. The Palace is, on the whole, a fine building composed of several stories. The Rajah's reception room is at the top of this building, and, after the long climb up the steep staircase, he humorously receives his breathless guest with the remark "you have just done the ascent of the Pir Panjal." Poonch and the District, including the watersupply, have of late years been greatly improved by the Settlement Officer, Captain Goodenough. In the town is a small but very well equipped State Hospital under a skilled Assistant-Surgeon. Beyond the town, on the road to Uri, is a nice

* The road to the Ferozepur Pass for *Gulmarg* or Srinagar, as well as the Zamir Pass, 13,470, and Toshi-Maidan Pass runs up this nala.

parade-ground with a riding-school, and overlooking the Bitarh a fine double-storied State House lately constructed. There is good fishing in the Sooran River which, after its junction with the Bitarh, is called the Poonch ; and the Poonch river, right down to its junction with the Jhelum at Chowmook, is celebrated for Mahseer. The present Rajah of Poonch is a kind and courteous host, a good sportsman, and a keen fisherman. His pack of 100 dogs, of all sorts and conditions, is a wonder to behold. The sport in his river, now preserved, attracts chiefly fishermen who return this way towards Jhelum via Uri or Bahramgalla. In his preserves, too, the greatest bags of black bear ever known in any country have been made ; and any one desirous of shooting hill-pig can get his fill. Unfortunately the preservation of pig always means great harm to all crops. Formerly tigers were not uncommon in Poonch, the last having been shot about seven years ago by the present Rajah, Buldeo Sing. On another previous occasion three tigers were shot by the late Rajah and his son in a nala on the opposite bank of the Sooran, within sight of the Palace. The time-gun fires at 12 noon and 9 P.M.

**9. Poonch to Kahoota—Distance, 9½ miles. Time,
3 to 4 hours.**

Two roads lead from the Town, the nearer, a horse road, goes through the Bazaar over the rising ground behind and joins the other where it descends to the river. The driving road passes along under the Palace, ascends to the right, crosses the parade-ground and drops into the river beyond. In the winter and before floods, a cleared track in the bed of the Bitarh River is followed to within two miles of Kahoota. The elephants always take this road and I have generally used them in April. If any flood is on, baggage, horses and mules then follow a bad track on the left bank—a long tedious path, many ups and downs—and cross the Bitarh by a bridge opposite

Kahoota. After going a mile the river is forded and $1\frac{1}{2}$ miles ahead it is recrossed twice, the path then ascending to the plateau of Deghwar. A little beyond to the left of the track is a curious, hollow, upright stone, the pediment of a temple. This stone is locally considered to have curative powers over quartan ague. Any person suffering from this disease will be cured provided he or she can pass bodily through the hole in the early morning, unseen by any other person, with the face towards the west. Near the centre of this is the 5th milestone, and just beyond it a fine Chenar tree. In Poonch itself are two Chenar trees only, about $\frac{1}{4}$ mile east of the old magazine. At the 6th mile the path descends steeply and the Bitarh is forded for the third time, running here strong and deep. Continuing on the river-bed, past the wide nala of Sadroon on the left, the river is forded for the fourth and fifth times. In the next six hundred yards the sixth and seventh fords are passed. Beyond the last are two prominent Serowli trees. The elephants do not go beyond this; and ponies are now necessary. After crossing the mouth of a wide nala to the left, the road ascends, very steeply, the right bank of the Bitarh and continues fairly easy to the bungalow still $1\frac{1}{2}$ miles ahead. A nice spring and boyli are passed on the way. Time for coolies on this march by left bank is 5 hours. The bungalow is a very clean little place, with four rooms and bath rooms, only one of the latter being furnished. It is charmingly situated some 300 feet above the river but commands limited views. The village is above, and close by is a modern boyli. On the spur to the North is a clump of trees with flags, etc., where resides an old fakir. A good view is obtained here, but the pass is hidden. The valley that runs due North is traversed by the Hillan stream. It continues into the Nilkhant valley, and thence by a difficult track over the Pass of the same name, and so on to lower shoulder of Apharwat to Galmar, three marches distant (see Chapter VII).

The Bitarh River is formed by the junction of the Hilan and Aliabad streams. The ruins of an old temple are seen $\frac{1}{4}$ mile above the Guest House and in the compound are two wild medlar trees ripe in December.

10. Kahoota to Aliabad.—*Distance, 6 miles. Time, 3 hours.*

If the halt is made at Aliabad, tents must be taken. The road makes for the Fakeer's corner half a mile distant. It then turns sharp to the left and heads for the nala that originates at the foot of the Pass. The path descends slowly by a fairly good road for $1\frac{1}{4}$ miles to the level of the stream. This stream formidable in April, has to be forded six times, and some of the passages are difficult and trying to the nervous. The path then follows the right bank for 20 minutes, when the stream is crossed for the seventh and last time. The difficulties (by no means small) of this march are now over. The path ascends rapidly by the left bank through open country for two miles. About this distance two large stones are passed on the left, a little off the road. In the centre of the largest rock is a smooth facet, on which is carved a Persian inscription which reads as follows : the translation was most kindly given me by Sir Adelbert Talbot, then Resident in Kashmir :—

“On the 4th Showal 1026 Hijri and in the 12th year of his reign, an order which the world should obey, was issued by the King, Defender of the Faith, Jehangeer Shah Ghazi (May God make his rule eternal), that having conquered the illaka of Poonch, they should punish the * * * vile rebels.”

Who the rebels were, the inscription is too worn out to say, and the last line is also undecipherable. It has been suggested that the missing word is “Katarian” as the letters “rian” still remain. In Haidar Malik's history of Kashmir frequent reference is made to the Kataris about this time. They were apparently the same as the Kattais of the present day, who still hold

many of the villages about here. This stone practically marks the conquest of Poonch by the Emperor Jehangir about 280 years ago. Two hundred yards above this stone a cool spring issues from the hill-side. Aliabad is about 1½ miles ahead. The road passes on through oak forest, with pines and briar higher up. Aliabad is approached by beautiful grassy swards. The village is located high up on the right. There are pretty grassy terraces for camp, though unfortunately the ground is very damp in early spring. Above the camping ground and below the village, hidden by jungle, are the remains of two of Akbar's serais built about A.D. 1666.

In the upper ruin one room is still in perfect order—walls and ceiling. It is to be hoped the Rajah Sabib will construct a small rest house here. The situation is high, dry, and the view superb. Early in April the wind blows down very cold from the Pass. These first two marches, in fine weather, can easily be done in one day. The Haji Pir Pass lies ahead some three miles distant, the path winding up to it being clearly visible. The temporary houses lately put up are useless, being flooded out. Uri could be reached in two marches, not long in distance, but difficult, owing to the steep climb on either side. Poonch to Aliabad would be about 16 measured miles. Aliabad to Uri would be 15 miles.

In the wooded glens, on the right bank of the Aliabad Nala, the great bags of the black bear, mentioned before, were made, particularly in the one opposite the inscription stone. The details are as follows:—

November 1899	Drive 1, 3 guns, 18 bears killed
" 2, 5 "	12 " "
" 3, 5 "	8 " "
" 4, 5 "	18 " "
" 5, 2 "	10 " "
	—
	66
	—

The first and biggest bag previous to this was that made in 1898 by Sir Adelbert Talbot and party, the

two Misses Talbot, and Mrs. Godfrey being present. This drive took place in the nala opposite Kahoota, on the left bank of the Bitarh river.

The party consisted of four* guns and 29 bears were slain. These drives take place generally in October or November, the bears collecting here, from all parts, to eat the acorns which ripen then. The bears are regularly watched by picked men, and the probable number that should be seen in each drive is generally correctly known beforehand. The drives are perfectly arranged. Buglers, trumpeters and sepoys are placed in the line, which advances to the calls in wonderful order. The dogs are loosed, the beaters whistle and shout, and the once quiet glens are turned into such a pandemonium that no animal can remain, and the blood of the coolest sportsman is stirred. Since writing the above in December 1901, I had the opportunity of attending one of these honks. The drive took place about nine miles west of Poonch. Our party consisted of the Rajah Sahib, Major B., Mr. W., and Mr. C. Before taking our stations, certain men of the Rajah's personal guard, picked shots, were called up, given wads for tickets and told off as boundary shooters. After this we took to our trees. The beat, previously arranged, then commenced to the sound of bugles and trumpets. It lasted about one hour. The beaters slowly advanced, the dogs were loosed and the din increased, followed by the crack of rifles, and soon the booming of guns became frequent on all sides, mixed with the occasional howl of a bear speaking to a shot. Three bears who came my way were killed. Eleven corpses lay dead around the post occupied by the Rajah Sahib (a dead shot at close quarters) and that veteran sportsman, Major B. In all, 35 bears and three pigs were

* Sir A. Talbot, Captain Godfrey, Captain Goodenough, and the Rajah of Poonch.

accounted for, of which 17 fell to the outside guns. Twenty-five carcasses were brought into Poonch on elephants, and twenty, varying in size from the cub to old age, were duly laid out and photographed. To me, and perhaps to others, the black bear is a somewhat loathsome looking animal, and when extended in death, lying on his back, the likeness to the human form is repulsive. The author of "In and beyond the Himalayas" records such sentiments of dead Bruin very clearly: "and after he has been deprived of his coat, his stark and naked body lying on the bare hill-side, resembles so much the human corpse, that few can look at it without a feeling of compunction." An accidental visit to the bear shambles in Poonch after the honk impressed this view most practically. During the drive one of the dog-men was severely injured (losing the sight of an eye) by a wounded bear who carried away the injured man's spear which, in his defence, the unfortunate man had thrust into Bruin's chest.

11. **Aliabad to Haiderabad.**—*Distance, 6 miles.
Time, 3 to 4 hours.*

The path ascends easily, running through lovely forest with grassy swards on either side. After fording two side streams, the final climb begins, now on bare hill-sides. Soon the path crosses to the left, and easy zigzags bring one to the summit. Time, 1 hour and 25 minutes. Distance say, $3\frac{1}{2}$ miles. Early in April, the last half of the ascent is often under snow and then an icy cold wind cuts one to the skin. On April 13th, 1900, the snow lay six feet deep in the pass, and for a good distance below. But I took my ponies and waler mare with me. At the summit, the saddles were taken off, a blanket tied in its place, and the animals were driven loose on ahead and arrived safely. The view is finer, especially in the spring, when the mountains are wrapped in snow. The Pass itself faces almost due N. and S. To the North, the Kajinag range shows out grandly

culminating in the Kajinag Peak, 14,700 feet N. $\frac{1}{2}$ E. To the South one looks over range upon range towards India. To the left, E.-N.-E. the Tuta Kuti Peak, 15,500 feet, stands out in a striking manner. The ruins of a Hindu temple occupy the pass itself, and on the left is one of the miniature temples common to Kashmir. It is about three feet high, and ferns are growing in the niches. To the right is a collection of shrubs called locally "Saki," and the usual Fakir's hut stands behind. The new road to Uri strikes off to the right from here. The Haji Pir, 8,500 feet, divides Poonch from Kashmir. The milestone on the pass records :—



Immediately below is a forest of dark pine, the colour being deepened by the surrounding snow. The drop from the pass at first is steep. Then the road runs easy over slopes for half a mile, when the real descent begins and continues to the ninth mile, through dense forest of silver fir and blue pine. A mile below the summit, a little off the road to the right, is the cool spring of "Lal Naban." A quarter of a mile further down, the path runs between two temple stones. Below the ninth mile, Haiderabad comes into view, looking much closer than it really is.

Another good half mile, through slush and snow, brings one to the nala. This is crossed by a bridge, and a sharp ascent leads to the village, which consists of about six houses perched a hundred feet or so above the river. When travelling alone, I have generally rented a room here from an old Kashmiri lady who vacates it, when required, otherwise a tent is needed; but one can, without much difficulty, reach Uri the same afternoon.

12. Haiderabad to Uri.—Distance, 8 miles, 2 furlongs. Time, 3 hours.

Milestone just beyond village. The road ascends sharply and keeps up the mountain side to the village^{*} of Marian, 6½ miles from Uri. It then drops down into the nala by very steep zigzags. Facing the foot of the descent is a magnificent waterfall, the Nuri Chamb. The local legend is that the name was derived from a certain Nur Jehan who visited the fall. This is clearly Nur Jehan, the wife of the Emperor Jehangir. There is an inscription on a stone, near the fall, of the new creed introduced by Akbar, *Allahu Akbar Jalla Jallaluhu*, which indicates that this route was used in his time. This is the same Nur Jehan who built Jehangir's tomb and her own at Shahdera near Lahore. There is also a "Nuri Chamb" at Bahramgalia Pir Panjal route. The fall, including the drop below, is about 70 feet. It is a splendid sight in the spring after a good snowfall, but poor in the autumn and winter. It issues through the rocks at the end of a pine-clad glen. Crossing the side stream by a bridge, the road keeps low as far as Agiwaz, five miles from Uri. At 3½ miles out, Talawari is reached. A little ahead, one sees the J. V. cart road, with its neat walling and bridges, and soon after clearing a cutting, the traveller views, with delight, the plain of Uri and its pretty eaved dâk bungalow in the distance. Some fine walnut trees are seen on this route and two chenars at Talawari. The Deodar is not uncommon, and there is an old tree just below Haiderabad. The villages passed *en route* are small and the houses much scattered. Though the distance is shown as 8¼ measured miles, the road is aggravating, owing to many and tiresome ups and downs; and the time occupied will be about 3½ hours. In walking, half a mile or more may be saved by short cuts. The Namiah Valley, at the head of which Markhor have been shot, joins the right bank about two miles above Uri.

See page 41 for account of journey on—Uri to Srinagar.
 The description given above holds good for 1902. A new road is now under construction from Poonch to Uri. When completed, this will be a two days' march. The distances are :—

1. Poonch to Aliabad—16 miles.

2. Aliabad to Uri—17 miles

In fine weather these marches can be done in one day. By this new alignment the dangerous river crossings between Poonch and Aliabad, and, on the Uri side, the numerous and tedious ascents and descents, which render the present route one of the worst in Kashmir, are avoided. Starting from Poonch, the new line, avoiding the river, is carried up and across the Dighwar plateau, and continued on the left bank of the Bitarh, past Kahoota, to a wonderful gorge, below which the Hillan and Aliabad streams join to form the Bitarh. Kahoota is thus completely avoided. The gorge and Hillan stream will be crossed by a 90-foot bridge, and the road will keep straight up the Aliabad Nala to Aliabad, with a maximum gradient of 1 in 10. The Hillan bridge will be crossed about the tenth, and Jehangir's rock with the spring beyond, about the fourteenth mile. Above Aliabad the present steep pull up the pass is avoided, the road being carried over a flat spur in two zigzags, with a maximum grade of 1 in 8. From the Haji Pir Pass it follows quite a new line to the right, and descends for three miles to the village of Doba, above Haiderabad, at a gradient of 1 in 10. Leaving Haiderabad below to the left, it crosses the Doba stream, passes the village of Motali, and is carried above the great waterfall (Nuri Chamb), which can just be seen below; thence it is continued at a gradient of 1 in 15 to the iron bridge on the Jhelum Valley road, a mile-and-a-half from Uri.

In addition to this new road, Poonch will be connected with India by telegraph.

CHAPTER IV.

Jhelum, Tangrot, Kotli, Poonch Route.—This is a little frequented route. The road is difficult and wearying, but as it may be useful to fishermen it is well to give it. The first three marches, for convenience, are quoted from the old guide book, and they were copied from a letter which appeared in the *Civil and Military Gazette*, May 1887. I have marched the reverse way, Kotli to Mirpur *via* Chowmook, here given as four marches, in two days; but now always recall them as two journeys, which I hope never to do again. The distances were Kotli to Nahr 18 miles, Narh to Mirpur 28 miles. Still, divided into 4 marches, they are comparatively easy. Generally speaking, from Chowmook on to Sairah, one march short of Poonch, they are arduous and very hot even in spring, and during the summer the climate is on a par with the plains. The writer of these marches was accompanied by his wife, two children, an ayah, and the usual servants, with two horses and a pony and 16 maunds of baggage, which included one 10ft. Swiss cottage and an 80lb. tent, and a 40lb. servant's tent, also gun, rifle, fishing tackle and photographic apparatus, a butterfly net, some entomological pins, and setting boards, as butterflies numerous and beautiful are met with. Since 1887, even this road has been improved, as camels have arrived safely by it in Poonch, though how they manoeuvre some of the corners and ups and downs is wonderful. In 1899 I however met laden camels between Berarli and Kotli, who had come this way. I may also mention that the lady and children arrived without much difficulty in Kashmir. One child travelled in a dandy with the ayah, the other child rode the pony, and the author and his wife rode, or

walked, where riding was impossible. The original route is now continued, as far as the third march.

NAME.		Distance in miles.	Time.
From	To		
1. Jhelum	...	Shekhapur	13
2. Shekhapur	..	Tangrot	13
3. Tangrot	...	Chowmook	10
4. Chowmook	...	Raidan	10
5. Raidani	...	Neki	14
6. Neki	..	Berarli	11
7. Berarli	.	Kotli	8
8. Kotli	.	Sairah	16
9. Sairah	.	Poonch	18

1. **Jhelum to Shekhapur.**—*Distance, 13 miles.
Time, 4 hours.*

An easy march: road turns off from Grand Trunk Road opposite encamping ground, and proceeds, perfectly straight, past the village of Kala to Shekhapur. The road is unmetalled, but in excellent order, level, and easily driveable the whole way. The bungalow at Shekhapur, a district rest-house, is prettily situated on the Jhelum (right bank) opposite a wooded island. It is well furnished, but has no establishment or supplies, and, in consequence, only half rates (*i.e.*, 8 annas per diem) are charged. There is good fishing about half a mile below the bungalow, in the rapids near some "atta" mills (pan-chakki).

2. **Shekhapur to Tangrot.**—*Distance, 13 miles by upper road, 10 miles by lower road. Time (excluding halts), 4 hours.*

The lower road, which is rough and stony, and lies for the most part in the bed of the Jhelum, can only be used when the river is low. The upper is now a very good riding road; but being in the hills is, of course, a good deal composed of steep ascents and descents. After about four miles the road runs through the ruined gateway of a stout

battlement, now crumbling away, the old fort of Sultanpur, and evidently a portion of the same line of defence as the commanding fort in Kashmir territory on the opposite bank of the river. The road is now fairly in the hills, low barren ones like the Salt Range, and destitute of all verdure except the ubiquitous "Bahekar" (*Adhatoda vasica*) and low prickly shrubs. It is fit for camels or mules, but it is not driveable. At about six miles a point is reached, where a steep rocky descent leads to the river-bed and lower road, and saves a mile or two: the laden mules, however, must remain on the upper road. From this point the road is level and easy in the cultivated valley, and a slight ascent, at the point where the upper and lower road meet, leads to the bungalow. Tangrot Dâk Bungalow (so well known to Anglers) is finely situated high up on the right bank of the Jhelum, just opposite its junction with the Poonch. A ferry below the bungalow takes the visitor into Kashmir territory. The bungalow is a regular one, well furnished, and with the usual establishment. There is a nice little library, and an Angler's Book and maps of the river. The largest fish caught (on record to date) is one of 62lbs., caught by the Sporting Secretary of the Northern Punjab Fishing Club, the late Captain Lacy of the 45th Sikhs. The fishing at Tangrot is probably the best in India, but the book records many weary blank days, even with the water in good condition; and with muddy water, fishing, even with live bait, seems very poor. Supplies and coolies plentiful. There is a spring balance (to 80lbs.) in the bungalow, which is very convenient for adjusting the traveller's loads in default of fish to weigh.

3. **Tangrot to Chowmook.**—*Distance, 10 miles.
Time (excluding halts), 3½ hours.*

The road runs straight down to the river from the bungalow by a paved path, and the Jhelum is crossed by a ferry. On landing on the left bank, the traveller is in Kashmir, and the road becomes a

mere track, leading across the fields for half a mile or so into the low hills on the right bank of the Poonch. It then winds about among the barren hills, very stony and rough, but perfectly rideable for about 5 miles, until it descends to the river-bed, and the valley of the Poonch here widens out to several miles in width. The path is now easy and smooth across the valley, which is very fertile and full of grass and springs, and, after about five miles of easy going, strikes the river Poonch again at Chowmook, a considerable village on the right bank. A new bungalow was erected here in 1898 by the K. P. W. D., containing two big rooms. Supplies and coolies are plentiful, but difficult to obtain. From Chowmook there are two roads to Kotli, one crosses the Poonch at Chowmook (by ferry) and proceeds across the hills on the left bank of the river, the other* proceeds from Chowmook by the right bank and crosses the Poonch at Kotli. We took the former, as we understood we should be able to travel in the bed of the river to a great extent, and fish all the way; but I found this a delusion, and that we had chosen a fearfully bad route which hardly touched the river at all.

4. **Chowmook to Raidani.**—*Distance, about 10 miles. Time, 4½ hours.*

Road crosses the Poonch at the village by a ferry. The river is also fordable about half a mile lower down. On reaching the other side, the track runs along the stones and sand on the left bank for about four miles, occasionally fording small moun-

* This is, I believe, the better road of the two, and is that generally taken by the Forest Officer, Kashmir, who has great experience of all Kashmir roads, good, bad, and indifferent.

The marches are as follows :—

1 Chowmook to Bibari	...	9 miles
2 Bibari to Sensa ...	...	12 ..
3 Sensa to Anohi Sarota	...	6 ..
4 Anohi Sarota to Kotli	...	6 ..

For description, see ahead

tain streams, until the village of Patak is reached and is fairly easy, though rough. From Patak it ascends the hill, and becomes very bad and difficult, and awkward for riding. After about four miles of hard climbing, the track descends by a very rough path to the river again,* which is here a foaming torrent, and keeps in the bed of it for about a mile (a small stream with water up to the horse's girth being forded). It then again ascends by almost as rough a track as before, until about 1½ miles further, the village of Raidani, situated in a pretty little valley high up and away from the river, is reached. In November 1899, when riding along the bank, I saw some very fine mahseer in a large long pool below Raidani. There is pleasant grass to camp on, and some shady trees stand near a well beyond the first village. Supplies and coolies are plentiful and fairly cheap, the people being civil and eager to oblige. The climate is delightfully fresh, and there is a decided taste of the hills in the air.

5. **Raidani to Neki.**—*Distance, about 14 miles.
Time, 6 hours.*

This is the worst march on the route and terribly difficult and tedious. After about five miles winding among precipices and along the face of the steep hills, a turn in the road is reached, from whence the foaming Poonch can be seen low down in its stony bed, and the track is a shade better. The hills, too, at this point get gradually prettier, and are covered with forests of the common fir (*Pinus longifolia*) and other trees affording pleasant shade. At about the 10th mile or so, the village of Narh is reached (marked on the maps as about half-way between Chownook and Kotli), and from here the road is, if possible, worse than before, but runs through very pretty scenery, and there are several springs of clear water at different points on

* There are quicksands in this river, and once when watering my pony he began to sink, nearly fell, and I got out with difficulty.

it. At last the little village of Neki is reached by a very steep ascent, and the road, passing through it, descends into a lovely little pine-clad glen on the other side, with a spring of good water handy and grass to camp on. Supplies and coolies are not obtainable, and it is with the utmost difficulty that a little flour, eggs, and milk are procured. Neki is only a residence for a few cowherds, and they have nothing to spare. Leopards are reported to abound in the hill around, and visitors are recommended to tie up their dogs in their tents at night.

**6. Neki to Beraril.—Distance, about 11 miles.
Time, 4 hours.**

Road starts through a cleft in the hills, and descends gradually along a pine-clad hill into the bed of a stream very steep and rough, and equally so in the ascent on the other side. After this it is easier, and is rideable for about a mile or so until, at half-way, a few huts, called Goalpur, are reached. This is a good place for breakfast, as there is a crystal spring on the left of the road under an overhanging rock. Above *Goalpur is Trochi, one of the most wild and pictur-esqueuly placed forts I have ever seen. From Goalpur there are two tracks, one going straight over the hill and only fit for coolies, the other winding round to the left and easier, in most parts. The two tracks join again on the other side of the hill above Goalpur, and shortly afterwards the path becomes a roughly made road.

* In October 1899 Mr. MacNaughten, when fishing in the Poonch river, about two miles below Goalpur, met his death in a very sad way. While following a fish which he had hooked, he must have slipped on the rocks and fallen head foremost into a deep pool, probably striking his head in the fall. He was, unfortunately, alone at the time. His servant is said to have witnessed the fall from the camp above, but instead of going to his help, he ran back to Goalpur to obtain assistance. The spot where Mr. MacNaughten fell was located by the rod. Some hours later a Kahar dived into the pool, and after much difficulty (the unfortunate officer's head being wedged under a rock), the body was brought to the surface. This account was given me two months later by a villager who was present when the body was recovered.

After the awful paths he has travelled, the visitor will consider it a perfect blessing, and it runs all the rest of the route to Uri, very roughly made, but still a decided road. It was constructed for the use of the Rajah when travelling from Jummoo to Srinagar, via Poonch and the Haji Pir Pass, and was repaired for Sir A. Sing's visit in 1898. It is to be feared that it is too badly and hastily made to stand the first heavy rain, but some of it will probably remain fairly good for some years. Berarli is a small village at the further side of a very pretty valley, and there is an abundant supply of clear spring water, and a large mango tree to camp under in the village. Supplies and coolies are plentiful, and the Lumbardar is an old pensioned sepoy, and anxious to please.

7. **Berarli to Kotli.**—*Distance, 8 miles. Time, 3 hours.*

A very easy short march, and this and the last one could easily be made into one and a day thus saved, in addition to coolie hire. The road ascends from the village, and after about three miles fairly easy going suddenly drops into the rocky bed of a small stream and up the other side by a very steep road. After the 4th mile, the road runs into the broad level valley of Kotli, and proceeds across the fields by an excellent path for another three or four miles, until Kotli is reached on the left bank of the Poonch. Accommodation for travellers exists in a large and rambling house on the plain, north of the town. The State Dispensary occupies the east end and, the cutchery was formerly held in the middle room of this building. There is excellent fishing just below the rapids near the camping ground, where a lot of flour mills are worked by diversion streams of the river. Supplies, coolies, ponies, &c., are abundant.

At Kotli, every night at 10 P.M., a breeze usually sets in from the hills, North, and blows strong down the gorge until 10 A.M. the next day.

**8. Kotli to Sairah.—Distance, 16 miles. Time,
7 hours.**

The road descends to the river. Then for $\frac{3}{4}$ of a mile, it follows a difficult track on the hill-side above flood levels. In 1898 an alternative path, giving a detour of several miles, with an ascent and descent of 500 feet, was made for the Resident in order to avoid this short awkward bit. It has since fallen into bad order.

A little expenditure of gunpowder and labour, on behalf of the Kashmir Durbar, would make this portion, now a dangerous road for horses, a fair track. The road beyond winds up the hill overlooking the river, and then about the 3rd mile, by a nasty descent, drops into a tight nala with an often deep and troublesome ford. The ascent is by a bad road; then ups and downs for about five miles, when a long tedious drop leads down again to the river level, passing a bowlin finished in 1899, by the village of Sabur, 8 miles, and on to a grove of trees overlooking a graveyard. One gets a good view of the snowy range at one of the high corners passed. Lehri is a scattered village occupying a plateau above Poonch river, between 8-10 miles from Kotli. The first seven miles of this road are very trying for animals, and on this account it is a march that one never looks forward to with pleasure, either going or returning. A little beyond Lehri, in a dip on the right, is a lovely enclosed spring overshadowed by a peepul. The path now rises well above the river, and crosses a spur. About $1\frac{1}{2}$ miles from Lehri, on the right bank of the Poonch river, are the celebrated hot sulphur springs mentioned later on. The track on the left leads down to them. A little ahead, the ridge which divides Poonch from Kashmir is crossed, whence Sairah is visible high up right ahead looking as if it was on the other bank close by; but really 3 to 4 miles distant. After several annoying dips, a long descent takes one down to the level once again. Two side

streams on the right have then to be crossed, one up to the girth ; and then a long wearying pull-up brings one to Sairah. The village is a fair sized one. There is a tank in the centre ; close by in the *serai* are rude travellers' quarters with indifferent unfurnished accommodation, but good shelter. The P. O. is in the block. In the spring, the road passes by lanes lined with dog-roses and wild flowers, over which fine butterflies hover. Black partridges are also heard calling in numbers. There are also many wild pigs in the hills around, which are preserved.

Hot Springs.—In January 1901, I visited the hot springs, *Tata Pani*, on my return march Sairah to Kotli. We crossed the river below Sairah on the Rajah's elephant, and went some three miles across country through two or three villages. The Elephant, as is usual, climbed up narrow paths and banks in a most wonderful manner.

The springs are on the right bank of the river, facing a curve with high banks opposite. The strata is the same on both sides. Approached from above, the springs are recognized by the steam rising from the nala below. These are overlooked by a tree and the ruins of a temple. The main and hottest water issues below a rock, and the temperature is so great that, at this particular spot, the hand cannot be held in for a second. Around and below are other springs, with a lower temperature. Small pools have been dug in the sand, and make excellent impromptu baths. The water is highly impregnated with sulphur and sulphides. I recrossed the river on the elephant below the springs and continued on to Kotli. There is a ford but it is very deep, even in winter. A ferry plies, I believe, higher up. Hundreds of people visit the springs during the year for the relief of rheumatism and rheumatic gout affections. There is no doubt that this Poonch spring, which is near the Punjab, as well as others in Kashmir, might become second Buxtons and Baths if properly looked after, and worked by a Hydropathic

Company, to say nothing of bottling and retailing the water, the temperature of which is given as 150° Fahr.

9. **Sairah to Poonch.**--*Distance, 18 miles.
Time, 7 hours.*

Though long, this is a fairly easy march, the last 13 miles being more or less level.

For the first two miles, the road runs through the hills, and reaches a high corner, with a fine view of a straight stretch of the Poonch river below to the left. In the centre of the stream is a rocky formation like a gateway. Beyond this, in the plain on the right, Mendola, stands a ruined temple, with trefoil arches, as at Pattan, Avantipur and elsewhere in Kashmir. From this corner the path drops down by a long descent to the river, and crosses a side nala at about the 3rd mile. Thence the road runs easy with the exception of rice cultivation, passing Batal and Dharmosal as far as the next bend to Mendola. The 9th milestone from Poonch is round the corner near centre of village, which is roughly half-way. Beyond Mendola the main valley is followed as far as Poonch. In winter the river is forded about 3 miles higher. In summer, it is crossed by a ferry. The path then follows the right bank of the stream with a glorious view of the snowy range ahead, including, as it does, some of the highest peaks of the Pir Panjal. The road now on the whole is excellent. One or more side streams have to be forded on the left, and finally the wide opening of the Bitarrh River, with its three arms, has to be forded, the stream in one being swift and deep. The dâk bungalow lies a little up the valley beyond Ford No. 3. Part of it was destroyed in 1893, but the remainder is in fair order. Beyond is the dhobie's ghat of Poonch. The Palace is a good half mile further on and is the conspicuous feature in the place. See Chapter III.

Route by right bank of Poonch river from Chowmukh to Kotli.

4. **Chowmukh to Bihari.**—*Distance, 9 miles.
Time, 3 hours.*

An easy march, first part through fields, then over low hills. Encamping ground near village with trees and small stream. .

5. **Bihari to Sensa.**—*Distance, 12 miles. Time, 4 hours.*

Owing to several ascents, this is a long march as regards time. After leaving Bihari, a deep ravine is crossed with a small stream, then level for a mile or so; next a steep ascent over a vile road to the pretty valley and village of Choch. If time is no object, a halt might be made here, as the place is quite pretty, the hills being well wooded with Chil forest (*P. longifolia*), the natural reproduction of which is remarkable. From Choch on, the road passes almost entirely through good Chil forest with many ups and downs over a very bad road, but through pretty scenery. Sensa is a small town with thana. Camping ground under trees.

6. **Sensa to Anohi Sarota**—*Distance, 6 miles.
Time, 2 to 3 hours.*

This march runs through forest the whole way to Sarota. The path first descends to a stream, then rises by a steep ascent over rocky road to Bamien Ka Baoli, a well on the top of a ridge with a fine view. Beyond the ridge is a steep and bad descent, then up and down, slightly through forest to Sarota.

7. **Anohi Sarota to Kotli.**—*Distance, 6 miles.
Time, 3 hours.*

The road on to Kotli is very bad, sometimes along a stream, then over rocks and stony hills, until it finally descends to the Poonch river, which is crossed in a fragile ferry boat built of soft Chil timber. In winter the river is fordable.

CHAPTER V.

Jammu to Baramula, via Aknoor, Naoshera, Kotli, Poonch and Uri.

MARCHES.		Distance in miles.	Time.	
From	To			
1. Jammu	Aknoor	15 $\frac{1}{2}$	5	hrs.
2. Aknoor	Choki Chora	14	6	"
3. Choki Chora	Ihandapani	13	5 to 6	"
4. Thandapani	Naoshera	22	7 to 8	"
5. Naoshera	Seri	20	7 to 8	"
6. Seri	Kotli	21	7 to 8	"

I. Jammu to Aknoor.—*Distance, 15 $\frac{1}{2}$ miles to Forest Bungalow. Time, 5 hours.*

Leaving the Residency, one follows the road to the bridge, as far as the turning to the right. This leads to Aknoor. It is a fair driving road to Nagbani, 6 $\frac{1}{2}$ miles, and runs under low hills, passing splendid crops grown on richly-cultivated soil, irrigated by a canal, a diversion of the river Tawi, below the Jammu Palace.

Beyond Nagbani, the path is only fit for riding, and so on to Samni Chukh. A little ahead an old canal is struck. At 12 $\frac{1}{2}$ miles the Fort of Aknoor comes in sight. When approaching the Chenab the road passes over a pucka bridge, which spans another fine, but never used, canal running parallel with river. The Chenab is crossed by a ferry boat. The Forest Bungalow is a good mile lower down, on the right bank. It is partly furnished and in good condition, but white-ants swarm here and do much harm to roofing. There is P. O. and State Dispensary in the town. The Fort is large and well built. Aknoor is the great wood dépôt

of the Kashmir Forest Department for the forests above. In the spring, it is interesting to watch small rafts of wood, piloted down-stream by one or two men, as they pass the tiny rapids above the Fort, or shoot down the smaller fall just opposite the Forest House. Here they generally anchor, and larger rafts are formed and despatched to the Punjab.

**2. Aknoor to Choki Chora.—Distance, 14 miles.
Time, 6 hours.**

After leaving Aknoor, the path makes for the hills, and ascends gently for $3\frac{1}{2}$ miles, passing a large tank on the left. The track then continues up a wide, hot, stony nala, crosses this obliquely, and enters a gorge on the left, with a small bazaar on the right. On the left flank built into the conglomerate, is a curious fakir's house, which is faced by a splendid burr tree, that shelters some Brahmins' huts. The path follows up the nala, and at $7\frac{1}{2}$ miles reaches the village of Chota-Badrāl, a good half way. Continuing up-stream for half an hour, the road ascends by a gorge to the right, and, passing a kotal, drops into a nala, which it crosses, and afterwards rises to a small sandstone plateau, on which is a weedy forest of small *P. longifolia*. The last three miles is a fair riding track, and one suddenly drops down on Choki Chora, a small plain in the sand-hills. The plain is called Chora. It contains only one house. The "village Choki" is a mile behind. Good 24 hours' notice is needed for getting supplies here. The Kalidhar Range to be crossed on the morrow lies ahead, and the path can be seen running up the sand rock below.

**3. Choki Chora to Thandapani.—Distance, 13 miles.
Time, 5 to 6 hours.**

The road makes for the hills, crossing a slope of sand rock, and, finally, a good hour's hard walking, brings one to the dip in the ridge, the "Aka Gali."*

* The cliffs to the left of this Pass, West, still hold a few herd of goral.

The snow view from the summit is very limited. The descent is steep and hardly rideable. Ten minutes below the summit is a bowli and spring. The road then detours to the left and to reach the bottom will take upwards of an hour. After fording a small stream the path rises and strikes a fan of land in the centre of the valley, past a small village, and continues on easy to a small spring, Littar Bowli, distance about 7 miles. Beyond this the road is fairly good for riding, running through grassy lanes and fields of corn. Finally it drops down steeply to a big feeder of the Tawi, which is forded, and a steep ascent brings one to the deserted village of Thandapani where the troops, going on relief to Gilgit, usually camp. The camping ground is in a grove of trees a mile ahead. Thandapani must have formerly been a place of some importance, as half a mile above the ford are the remains of a masonry bridge.

Opposite Thandapani, due North, one sees the track, which leads to the coal deposit at Mehogulla, 22 miles, where coal was found close to the surface in a small nala by General de Bourbel. I visited this nala with an expert in 1889, and saw the coal worked from the surface in a cave in the hill-side. The expert (Mr. H.) told me he had never seen coal so near the surface before.

4. **Thandapani to Naoshera.—Distance, 22 miles. Time, 7 to 8 hours.**

The road continues up the valley—a good riding track. A fort, in the range on the left, is a striking object. After three miles the road dips to a small rivulet with bowli on left. There are two tracks here. The right one, leading direct to Rajouri *via* Sialsui, is followed by the troops; and is noted on later as a "return journey."* That, to the left leads on to

* The marches are—

Thandapani to Dharmatal	...	9½ miles.
Dharmatal to Sialsui	...	9 "
Sialsui to Rajouri	...	15 "

Naoshera. At 6 miles another feeder of the Tawi is forded. The ascent is steep and at ten miles, near the village of Siot, is the Lambayri Bowli, a good division for breakfast. The road continues down the valley, towards a high ridge, up which the track is visible in the far distance. This ridge is eventually ascended, and after crossing the plateau, a mile in width, Naoshera comes in sight. The Tawi is then forded, and a steep rise leads into the northern end of the village and on through the Bazaar to Dàk Bungalow, half a mile below. This is a very long march, and double rates are paid.

Naoshera to Kotli.—*Distance, 41 miles. Time, 14 to 16 hours.*

I have usually done this in two marches; but the distances are considerable, and coolies and mules are paid for as four marches. The best division would be—

Naoshera to Laroka	... 15 miles.
Laroka to Queretta	... 10 "
Queretta to Kotli	... 16 ..

5. **Naoshera to Seri.**—*Distance, 20 miles. Time, 7 to 8 hours.*

7.40 A.M.—Passing up from the bungalow to the town, the road turns off to the left beyond the serai. It then skirts the high hills on the right (West), on the slopes of which the local cactus (Sooloo) stands out strikingly, in the morning sun. Entering a gorge beyond, the path crosses a nala, after a steep drop, and continues up the right bank passing some fine chir trees (*P. longifolia*). The road runs through pine-clad hills, and pretty scenery, the nalas being lined with wild oleander. A long steady rise, with intervening ups and downs, eventually brings one, after a final but very steep climb, to a broad plateau on which the villages of Laroka are situated.

11.10 A.M.—Time, Naoshera here, $3\frac{1}{2}$ hours. Compared to previous marches, this is an excellent road, and a good rider might do it in $2\frac{1}{2}$ hours. Laroka

is a cultivated plateau about $1\frac{1}{2}$ miles square, terraced with fields dependant on rainfall. Drinking water is derived from springs. The elevation is about 2,500 feet, and this would be a good division for a camp. Near the centre of the plateau is a fakir's hut, overlooked by a tree, where I have generally breakfasted. The outlook is pleasant. Beyond Laroka, the road enters the Dooral Pass, and drops down to the fine open valley of Ban. This valley is almost entirely under cultivation, but is bare and treeless.

3:30 P.M.—Two or more villages are passed before Seri is reached five miles ahead. Seri is a small village in the centre of the valley. In it is the Government Post Office. There are good views to the north-west, with precipitous cliffs overlooking Bhray. These hills still hold a few gooral, and there are a good many pigs on the lower spurs.

6. Seri to Kotli.—*Distance, 21 miles. Time, 7 to 8 hours.*

Start 7:30.—The road continues up the valley, making for a tree on the sky-line right ahead, with some curiously formed hills to the left front. It then descends at about four miles to a rocky gorge, and the Ban river is forded for the first time. A steep ascent beyond leads up to the little village of Diari, and a spring and bowl on the left. From this point the snowy range of Khagan comes into view. The path then descends to the second ford over the Ban river, beyond which the road rises direct into the village of Koiretta, well situated on the far bank. The path runs through the bazaar and past the Ziarat to the right.

9:45 A.M. Beyond the village, high up on the left, is the turreted house of Kilayat Khan, local jagirdar. The road continues and soon enters a pine-clad glen, passing on the left one or more small waterfalls. It then rises to a steep kotul, which opens on a second valley with the Ban stream and gorge

on the right. After topping another kotul, a wide valley is entered, in which are the scattered houses of Dhunnah.

10-30 A.M.—Distance 12 miles. There is a spring here on the right of the road marked by two small trees, where I have, usually breakfasted. The road ahead is very easy, and at 15 miles one drops by a very awkward path for riding into the nala, and the Ban river is crossed for the third and last time. Kotli is now five miles ahead. The ascent of the north bank is very steep. The road ahead, with several ups and downs, is fairly good and, at last, though three miles distant, Kotli comes in sight at the far end of a level plain N.-W. The Kotli plain is enclosed in an amphitheatre of hills, which, to the left, are fairly well covered with forest (*P. longifolia*).

2-55 P.M.—The rest-house is 300 yards north of the town.

Though these marches are very long, the road on the whole is wonderfully good. In 1898, in ten days, it was put in order by the villagers for the Resident's party, a good example of what can be accomplished here and elsewhere. As the Tahsildar remarked to me, if the villagers had been offered pay of four annas a day, they would have refused. Therefore, the only way was to enforce the labour to the eventual mutual advantage of all concerned. I have generally done these marches in the winter, or early spring.

According to De Bourbel, the route just described was the one selected for the passage of elephants from the Punjab to Kashmir during the Mogul period. Tents and the usual camp equipage are needed on this march, there being no bungalows at Choki Chora, Thandapani, or Seri. The marches, Kotli to Poonch, have been described previously.

CHAPTER VI.

Jammu to Srinagar, *via* the Banihal Pass.

THIS is still considered a private road. As a matter of courtesy, permission to follow it should be obtained through the Resident, who lives, in the summer, at Srinagar, and, in the winter, at Sialkote. Jammu is the terminus of a branch line of the N.-W. Railway, Lahore to Wazirabad—change there, and rail direct to Jammu, *via* Sialkote. Time about six hours. The station itself is named Tawi, being placed on the left bank of the river of that name, and $\frac{1}{2}$ mile from the city. Jammu is situated on a plateau 300 feet above the river, which is crossed by a fine suspension bridge. A new driving road, completed in 1890, leads up to the city. The town is compact, neat, and very clean for a native city. The Palace occupies the high ground to the north. It is built on the very edge of the cliff overlooking the river and forms the most striking feature in the city as seen from the river below, the Bhao Fort opposite, or from the new Udampur Road beyond the fourth mile. The old entrance to the city is by the Gunit gate, about $\frac{1}{2}$ mile beyond the river. The ascent is 70 feet, and passing under a picturesque archway (a good subject for the artist) you find yourself in the bazaar. Beyond is an enclosure on the left, in which are the temples for the ashes of former Maharanahs, the grouping of the domes forming the great feature of the town. Viewed from a distance, as in the approach by train between the little stations of Miran Shah and Satwari, its temple domes standing out in bold relief against the dark verdure of the lower hills, frowned over by the lofty Trikuta* peaks and backed

* Three Peaked.

by the grand snowy mountains, Jammu forms a unique and wonderful picture. To the left of Jammu (W.) the enormous shed-like building, which spoils the landscape, is the Palace erected by the late Maharajah Ranbir Singh in 1876 for H. R. H. the Prince of Wales (now King of Great Britain). It is known as the Ajaibghur, and contains, I believe, the largest room in India. The view from the south terrace towards the plains of India is very fine, the glistening domes in the foreground, the river, its numerous branches traversing the pretty wooded islands in its bed, the distant forest, giving a soft tone to the horizon. This Palace is said to have been completed at great cost, in three months' time, but it represents an extreme act of loyalty on the part of the late Maharajah, than whom more courtly king never sat on throne in India. I believe, however, H. R. H. occupied these quarters for two days only, and owing to the new building being damp, he slept in a tent. The royal bed, with its blue tapestry and old-fashioned curtains, is still on view. The orchestra organ purchased then for a large sum is also in the drawing-room, but quite out of order. In the main room are some very fine Venetian mirrors. The State Library now occupies the east room. The Jammu Civil and Military Club started by the energy of Rajah Sir Amar Singh, K.C.S.I., is located in the building, with tennis courts outside. Behind and west of this Palace is the Jammu Zoo, worthy of a visit. Amongst other animals are a couple of tigers, of which, the male, is certainly one of the finest, if not the very finest, tiger in captivity in India, a grand animal, and, for a tiger, a perfect gentleman in manners. No beef being obtainable in Jammu, the tigers are simply fed on goat and sheep. They do not much like it, but they thrive, and do not look overfed as one sees in other gardens. (I might add that in Central India, in 1893, I shot the mother of these cubs over the female cub, and that she proved herself to be as fierce an animal

as the visitor will find the present tigress to be, if she is still alive. The present pair were born in December 1892, and were sold by me to the Durbar in June 1893.)

East of the Palace is the Jammu College, and beyond it, the parade ground and a fine military hospital. To the west of Jammu is the Ramnagar Hill, and on its highest point is the castellated palace under construction by Rajah Sir Amar Sing, K.C.B. It is a red brick building, of great size, and noble proportions, combining in it several styles of architecture. When finished, it will be one of the finest palaces in the Punjab. The view from it is splendid. The Dâk Bungalow at Jammu stands on the right of the road, about half mile from the Residency. It is double storied, and the tall fluted pillars in front give it an ecclesiastical appearance. At the end of the road is the Residency, standing in its own grounds and overlooking the river Tawi. Exactly opposite is the Bhao Fort, connected by wire with Jammu. Permission is required to view it. Last, but not least in intrinsic value, come the Jammu water-works, constructed in 1899 by Mr. Hebbert, under the auspices of Colonel Parry Nisbet, C.I.E., then Resident. By steam pumps water is forced up to a height of 350 feet and stored in tanks. The original outlay was not excessive; the yearly expenditure is considerable; and as no water tax is levied, H. H. the Maharajah has conferred on his subjects one of the greatest and best of boons,—a free water-supply. The greatest outside improvement in Jammu is really the new cart road to Udampur, aligned in grades and curves for a proposed electric railway. Formerly at Jammu, except for the drive to Satwari and out towards Aknoor, there was nowhere to go. Now, after driving through the town and past and under Sir Amar Sing's Palace, one can continue on a most charming road as far as Udampur. The back view of the Palace and city are the best—the views ahead of snowy ranges towards Dalhousie,

of near ranges towards the north, of the Tawi below, with its prettily wooded islands will be hard to beat. Below Sir Amar Sing's Palace, a loop road has been made round a projecting spur on the same lines as the loops on the Darjeeling Railway, and in consequence of a visit by the Maharajah to that Railway in 1898. Three miles south of Jammu is Satwari, now a large cantonment. Here are quartered part of the Kashmir Imperial Service Troops—Cavalry, Artillery and Infantry. The fine double-storied gable house, home-like in appearance, standing in its own grounds, is occupied by the Military Instructor to the Durbar. The next building facing (south) the parade ground is the new Military Hospital, completed in 1900, and 'nulli secundus.' In winter and early spring the distant view of Jammu, backed by the majestic snow-clad mountains of the Pir Panjal, obtained from this Satwari parade ground, is worth a journey from Sialkote or even Lahore.

West of the road between Satwari and the River is the new house, constructed by the Durbar, for the officer in charge of their Artillery. Had these quarters been built facing North instead of East, they would have overlooked one of the finest views in the Punjab.

Jammu is *par excellence* the residence of the Maharajah of Kashmir, his court, and his council, for the greater portion of the year, say September, or October to May. But each summer His Highness and council repair to Srinagar, the heat at Jammu being excessive from May until September. During the winter, Jammu attracts visitors from all portions of the globe, and the Maharajah's hospitality is great, whether extended to a Royal Duke, a Commander-in-Chief, a Lieutenant-Governor, or the garrison at Sialkote.

His Highness the Maharajah is President in Council. His only surviving brother, Sir Amar Sing, K.C.B., is Vice-President. The other members are the Judicial and the Revenue; Sir Amar Sing being also military member.

The State is now run on sound and strictly business principles, and, perhaps, the most hard-worked man is Sir Amar Sing. The Kashmir Army costs the State annually a considerable sum. The Budget for 1900-1901 was 11,98,000 rupees. The forces were brought into working order by Colonel Neville Chamberlain, who was succeeded by Major Gastrell, under whose united efforts has been formed a highly efficient body of Imperial Service Troops, which has already done good service for the British Government, notably at Hunza Nagar and Chitral. They consist of—

- 1 Squadron of Lancers.
- 4 Regiments of Infantry, 700 strong.
- 2 Mountain Batteries.

Of this—

- 1 Mountain Battery,
- 2 Regiments Infantry,
- 1 D. Co., Sappers and Miners,

are always quartered at Gilgit and the neighbourhood.

The cost of the Medical Department is considerable—about Rs. 1,60,000. The Maharajah's State Hospitals at both Jammu and Srinagar and the fine Zenana Hospital in Kashmir are well equipped and up-to-date.

The Public Works expenditure is about 17 lacs.

The man who wheeled Kashmir first into shape was Colonel Parry Nisbet, C.I.E., between 1887 and 1890. The machinery he started, under improvements, additions, and a much larger staff, is still running. The two men who helped to make Kashmir are Mr. Walter Lawrence, C.I.E., formerly Settlement Commissioner of Kashmir, and in a minor degree Mr. Kiernander, the first Accountant-General. Mr. Lawrence, by the exercise of tact, firmness, and constant hard work settled the country, abolished "bigar," and produced the revenue. By so doing, oppression, that had been going on for centuries, was removed, and the name of Lawrence in Kashmir will never die. Mr. Kiernander made the

Accountant-General's Department, and, at first quite unassisted, brought order out of chaos.

The Forest Department (now under Mr. McDonell) brings in a large and continuous revenue to the Durbar, and the resources in this line are great.

The Silk Manufactory (now under the auspices of Mr. Walton and staff) will eventually bring in good revenue to the State. The Public Works Department, under able officers, has opened out the country to an extent never known before, whether it be the road to Kishtawar, to Gilgit, to Srinagar from Jammu, or the Jhelum Valley Cart Road. The construction of the waterworks is one of the greatest boons to Srinagar ; and when its extension is completed to all parts of the city and suburbs, the dreaded cholera can no longer exist.

But the visitor to Kashmir, anxious to see the far famed valley, is perhaps interested in the government of the country, and in its public works, only so far as good roads and sound bridges help to speed him on his way : and so let us close our remarks, and hie on our road.

Jammu to Srinagar.—The marches are as follows :—

MARCHES.		Height above sea level.	Distance in miles.	Time.	REMARKS.
From	To				
1 Jammu Town.	Nagrota ..	1,100 feet.	7 miles.	Hours. $2\frac{1}{2}$	
2 Nagrota ..	Dunsal ..	1,900 „	12 „	5	Cross Naidaini Ridge, 2,400 ft.
3 Dunsal ..	Udampur ..	2,800 „	13 „	5	Cross Kraitar Hill, 3,000 ft.
4 Udampur ..	Druntal ..	4,800 „	14 „	5	
5 Druntal ..	Batoti ..	5,000 „	14 „	5 to 6	Cross pass above Chineni, 6,700 ft.
6 Batoti ..	Ramban ..	2,200 „	15 „	5	
7 Ramban ..	Ramsu ..	4,070 „	16 „	6	
8 Ramsu ..	Banihal (Deogol).	5,580 „	10 „	3½	1. Takia Village, 6,500 ft. 2. Cross Banihal Pass, 9,236 ft.
9 Banihal ..	Vernag ..	6,200 „	15 „	6	
10 Vernag ..	Kanbal (Islamabad)	5,400 „	21 „	7	
11 Kamhal ..	Avantipur ..	..	16 „	....
12 Avantipur ..	Srinagar ..	5,250 „	18 „	...	

Transport for these marches will have to be obtained by writing to the Governor or Tahsildar of Jammu. Coolies on this route, certainly as far as Udampur, are a poor lot. They carry loads on the head or shoulder, and not on the back. Mule or pony carriage should be asked for. Provided there is no snow, camels go and have gone as far as Banihal. In January 1900, I took them to Rambund. Kashmiri coolies are the best, if procurable in the serai.

Rest-houses.—That at Nagrota is a fairly good one. That at Dunsal is very poor indeed. At Udampur one is allowed to occupy rooms in the fort. There are lightly furnished rest-houses at all stages ahead, except Vernag, which is now unfurnished.

As the first march to Dunsal is long and wearying, it is advisable to make Nagrota the first evening.

1. Jammu to Nagrota.—*Distance, 7 miles (old road) from Residency. Time, 2½ hours.*

This march may be done late in the afternoon, the heavy baggage having been despatched early in the morning. Leaving the Dâk Bungalow, the road enters the bazaar, a little above, and on through the grain market. It then ascends passing the Ajaibghar on the left, by the barracks, to main bazaar. Here it turns off to the left for the upper water reservoir. Thence it descends steeply by the road laid over the water pipes, heard throbbing underneath, and reaches the river by a steep drop of 300 feet. The waterworks, worthy of a visit, are to the right. The path now follows up the right bank of the river, rough and stony in places, with stretches of sand. Looking up and back one gets a good view of the Palace built on the edge of the cliff, and high up, surrounded by the forest, the turreted residence of Sir A. Sing.*

* *Udampur Carl Road.*—A new driving road from Jammu to Udampur (42 miles) has just been completed (1902). It has been constructed on the railway alignment, so that it can be readily converted into

The old path follows the right bed of the river, at four miles, turning off to the left, runs level through hedges with cultivation on either flank. Some fine temples and mango trees lie on the right. Beyond them the path turns to the left to cross a nala—wide, stony—coming westwards. On the opposite bank it passes under some fine banyan and mango trees, and ascends the small hill on which is Nagrota. Here is a mud bungalow, the rooms forming the outer side of a square.

2 Nagrota to Dunsal —Distance, 12 miles (old road)

Time, 5 hours

The path drops down to the river level and follows the new road by the right branch of the river Lawi for 1½ miles. The river is then crossed, and the road is

a railroad if the long talked of Kashmir Railway should ever become a *fait accompli*.

Starting from the Lawi Bridge it ascends with an easy gradient past the *jail*, the *Ajatbghur*, and reaches the summit near Sir Amrit Singh's new palace. It then descends rapidly through the conglomerate cliff, necessitating deep cuttings which doubtless will continue to slip for the first few years till they have settled down. After crossing several nullahs with boulder beds Nagrota is reached (mile 8) 3 miles further on the Baleen Khud is crossed, the road rising sharply to a level of 1,730 feet. It then drops to the Achharkund nullah and rises to the Nadani tunnel (500 feet long) at a level of 2,090 feet (mile 18). After crossing the Jhajjar Khud it reaches mile 29, and then takes a sharp turn to the right, rounding the outlying spur of the Aravali Range.

A mile further on Tikri is reached. This is the starting point of the bridle path to the newly discovered coal mines at Ladda, the distance is 9 miles, and there is a good riding path the whole way. It crosses the Udampur-Riassi road at Sandran (2 miles), and then on to Mootal (3,200 feet), where the ascent becomes very steep up to Ladda (4,700 feet). The coal seams are being traced and the country explored by one of the Boer prisoners from Sialkote, and great hopes are entertained that if the quality and quantity of the coal prove satisfactory, the mines may bring in a considerable revenue to the State.

From Tikri, the cart road descends to the Doodar Khud (mile 37) and after crossing several other streams reaches Udampur (2,387 feet) at mile 42.

Although none of the bridges have been yet built, temporary diversions have been made over the rivers, and the road is now (1902) drivable the whole way to Udampur. It is not yet metalled, but is delightfully soft-going for riding.

rained up, and through the sand-hills, passing on the left a tank shaded by a burr tree at a level of 1,700 feet. Beyond this a gradual descent leads down to the Achhar kund nala, whence the road rises by a considerable detour to the Nadani tunnel, 500 feet, at a level of 2,090 feet Below is the garden and cultivation of Saidah, and the hills are sparsely covered with *P longifolia*. Beyond is the Dhun, on the far side of which, three miles distant, one sees Dunsal and the white dome of its temple. After a descent of 20 minutes, the track crosses a rivulet, and half a mile ahead is Dunsal.

Dunsal is a poor village of 100 houses and 450 inhabitants— all Brahmans. The rest house is a very poor one built of mud. The quaint appearance of gorges passed is the feature of this march.

3 Dunsal to Udampur—Distance, 13 measured miles (equals 16) (old road) Time, 5 hours.

Leaving the village, the path descends by a boulder made road, half a mile long, to a fine gorge, and crosses the Chikka Nala, about 100 yards wide. A sharp rise of 20 minutes leads to Sidal, a camping ground, with a large burr tree overlooking a fine stone tank. From here the ascent of the second range of hills commences. The bridle path formed of stones, detours to the right, then bears back to the left, the climb occupying about $\frac{1}{2}$ hour. On the summit, 3,000 feet, is a milestone which indicates as illustrated.

19	J
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The Trikuta hill stands below in the distance, foot of the outer pur, a wearying to the distance looks distant snow-peaks are just visible above a dip in the horizon. Just below the pass are a number of graves, the spot being considered sacred for Mahothedan burial. Lower down are a large peepul and burr tree.

The view is good out clear to the left. on a plateau, at the mountains, is Udam miles ahead, though much nearer. Two

beneath which are three enclosed springs. Two miles from the summit, the new road again joins in and is followed all the way to Udampur. Four miles short of the town, the old track, still in good order, can be followed as it is somewhat shorter. It passes a small neat temple completed in January 1900, then ascends a kotul, and Udampur comes into view $2\frac{1}{2}$ miles ahead, the town being finally approached by a short steep rise. Udampur, 500 houses, 1,717 inhabitants, is built on a fine plateau of conglomerate, and surrounded by mountains N. and N.-W. The travellers are allowed to occupy part of the rooms in the fort, which are very roughly furnished. The relief of getting on the new road with its pleasant easy gradient, compared to the wearying track of old days, is very great.

From Udampur two places can be visited. (a) Jinganu, six miles to the east; (b) Riassi, 32 miles to the west.

(a) Udampur to Jinganu.

There is an old fort at Jinganu, picturesquely situated above the left bank of Tawi River. Close around is a small game preserve, chiefly pig, jungle fowl, and an occasional barking deer. An easy ride of $\frac{3}{4}$ hour brings one to the Tawi, running swiftly, and here unfordable and unbridged. The passage is made on a raft of eight inflated goat-skins supporting a bamboo top. With two passengers on, it is nearly level with the water. Fixed on either bank are strong posts, to which ropes are attached. The loose end of the ropes are tied to the raft. This is launched, and, after drifting down with the current, it is hauled across, hand over hand, to the landing place opposite—a piece of sloping sandstone rock. Our ponies had to swim. Their saddles were taken off, and placed on the empty raft. The rider then seizes the animal by the bridle or halter, jumps on the raft, and the pony is then forcibly driven in, riding across, his head being kept up from the raft.

Watching the passage of several animals was most interesting. The preserve is about 2 miles from the river.

(b) Udampur to Riassi.

- (1.) Udampur to Katra, 18 miles.
- (2.) Katra to Riassi, 12 miles.

As No. 1 is a most trying march, it would be better to make three—

1. Udampur to Sandrani.
2. Sandrani to Kotli.
3. Kotli to Riassi.

**(i) Udampur to Katra.—Distance, 18 miles. Time,
7 hours.**

The first march, Udampur to Katra, is long and troublesome, owing to the great number of nala that have to be crossed. These all run down from the Trikotra Hill; they have high rugged banks, with wearying ascents and descents, most of which have to be done on foot. The great Doodhar nala, running to the Chenab, is the most difficult, and the ascent has to be done on foot. The scenery in some of the gorges is wild and beautiful. Chumba, a village 3 miles short of Katra, is well placed on a spur hidden with mango and other trees, which are festooned with creepers.

Katra, 3,150 feet, is a place of interest, for it forms the starting point to the sacred cave high up the mountain. The village is built on one of the lower spurs at the foot of the Trikotra Hill, whose three peaks are well seen. The ascent to the Devi is by a stone-made path. The climb occupies six hours, and only a strong man can do the ascent and descent in one day. About one-third of the way up the mountain side is a small white-washed house, and two gilded temples are visible. Holy men dwell in these. The Devi itself, about 4,000 feet elevation, is a cave on the N.-E. side, 20 feet in depth, from which a spring of water issues. At the far end is the deity. Katra has about 80 houses, 1,500 inhabitants mostly Brahmins, a miserable

looking lot. The cave is occasionally visited by the Maharajah. His last pilgrimage was in 1900. It is held to be sacred, and no European has, I believe, visited it. No shooting is allowed on the hill, which holds many goorul. A little beyond the village are two large tea fields. The garden was started in Maharajah Rumbhir Singh's time. It is now uncared for. The few leaves picked each year are said to produce very aromatic tea.

(2) **Katra to Riassi.**—*Distance, 12 miles. Time, 5 hours.*

The road skirts the spurs of the Trikotra Hill, passes several nala as on the previous day, but the march on the whole, with good views all the way, is a pleasant one. The first gorge, the Balun Khud, is an unrideable descent, taking 20 minutes. The stream issues from the very heart of the Devi. The lower Devi hills are curiously clothed with thor (cactus), which here grows as a tree. Beyond the tea garden, with a tank and peepul tree passed on the right, is the village of Parthall. From here is considered to be the easiest ascent to the Devi, and the same track to it can be seen far up the mountain side. At about 5 miles, the road enters a shaded nala called Agar. On the left are some Hindu ruins, known as the Babu Jutoo-ki-ghar, and peepuls. On the other side are a number of springs and ferns, and moss clothes the bank in great beauty and profusion. The latter part of the march, passing through Pangal, crosses the Chirengunga Khud, through Palwa and Kotli, where there is a fine garden belonging to His Highness and past the Kuthara tank runs through the hills clothed with *Pinus longifolia*. After $3\frac{1}{2}$ hours going, at a turn in the forest, Riassi, perched on a pinnacle of rock, comes suddenly into view, and nearly $1\frac{1}{2}$ hours distant. The road finally, by a long awkward descent, 1,700 feet, drops into the Anji River, a beautiful clear stream, with deliciously cold water. The town is $1\frac{1}{2}$ miles above the ford.

Riassi Fort, 1,900 feet, is a striking picturesque object, standing alone high above the town, and visible from many

points. The fort is closed to Europeans. Below is a fine palace in excellent order, where, in 1847, the present Maharajah Partab Sing was born. The town is built on a plateau, on the south side of which runs the Anji River, and on the north the Chenab. If the ground was preserved, there would be excellent shooting (small game) here.

In the hills around are goorul and barking deer, but they are much harassed by indiscriminate shooting and drives. Goorul are also found up the Anji Nala, and in the precipices above, in some of the most difficult ground, Thar (Kras) are seen. In the dense forest overlooking the Chenab an occasional tiger has been heard.

The return journey to Jammu can be made by Thandapani, involving two long and trying marches, but over comparatively level ground. The Nawab's son has ridden his mare from Riassi to Jammu in about 8 hours. From Riassi there is a rough bridle path unrideable over the Surly Gully Pass (4,300 feet), and then, following the banks of the Chenab through Bakle, Kotroo, Parana and Tangai, joining the main road at Ramband.

4. **Udampur to Drumtal.**—*Distance, 14 miles.* *Time, 5 hours.*

The road leaves the bazaar, passing a grove of limes on the left, and, after a mile and a half, approaches the Tawi, on the opposite bank of which is a fort, a striking landmark. The road now, following the line of an old unfinished canal, laid out for the late Maharajah Rambhir Singh, in Sambat 1924, by Mr. Molynuzz, enters the heart of the mountains, along a well-made track above the right bank of the Tawi.

At 6 miles it enters a wide in-and-out, crossing a side stream, where coolies generally halt. At 7 miles the path descends nearly to the river level, where is a wood depot and a dák house above. This spot is a little over half-way. Beyond, the road runs level with the river, and, crossing a feeder, commences a long ascent. The path keeps now at a high level, and at a

corner beyond, the Drumtal house comes into view, perched on the hill-side, 3 miles ahead, high above the path and probably 600 feet above the river. The views are much restricted by the surrounding mountains. One is now in a fairly cool climate. The dâk bungalow contains three rooms—all with fire-places—with servants' quarters and stable below. The village is higher up. Half a mile beyond are a few hamlets and postal box.

5. Drumtal to Batoti.—*Distance, 14 miles.*

Time, 5 to 6 hours.

The path joins the road below. It then continues along a precipice, high above river, round an awkward corner. From here a gradual descent to Chineni, which is in sight all the rest of the way. At about 3 miles Chameriari is passed on the left, a small village, with a bazaar, and a tank and drinking spout. Opposite Chineni, the path follows up a nala to left, then fords the stream at 4 miles (difficult in the rains); turns back towards the town, passing above it. Chineni is a fair-sized village, placed on a tongue of land, flanked on either side by mountain streams. The house of the Rajah, a nephew of the present Maharajah, is the conspicuous object. The road now keeps up the valley above Chineni, and at about 7 miles finally fords the stream. Beyond, the real ascent commences, the milestone marking Batoti as 5 miles, though the traveller will consider the distance equal to 8. The path ascends by the right bank of a small feeder, passing on the left a cool spring, where a drink is much appreciated. Soon after, the path crosses the water; then, by a succession of zigzags, works up the hill, the last part being very steep. There are two dâk huts, $\frac{1}{2}$ mile this side of summit. The ascent (riding) will take say $1\frac{1}{4}$ hours. On the summit the pine forests hide an anticipated view. On the left there is a delightful plateau among the pines, about half a mile long, which could be formed into a charming little hill station,

7,000 feet. The descent to Batoti is long and tiring, and walking will take $1\frac{1}{4}$ hours. Half a mile from the summit is the Patni talao, a small tank, and a bunniah's shop. The path zigzags down the face of the hill, the views improving as one clears the forest. For the last half mile, the path ascends to the sloping plateau, on which Batoti stands. The bungalow commands views on all sides. To the right, on the far side of a stream, can be seen the mountain track leading to Assar and Badrawar. Due north, a portion of the Pir Panjal is just visible, including, I think, the Banihal Pass, between two peaks. To the N.-E. is a snow peak known locally as Pagal-Parhistan ; the River Chenab is hidden by the mountain ridge below ; adjoining the house is a large tank, overlooked by a small temple completed in 1900, which, it is said, took 2 men 10 years to build. The small village of Batoti is a quarter of a mile ahead, below, on the left, out of sight. Close by it is a small, typical and very perfect little temple, evidently of ancient date and worthy of a visit. The P. O. and Telegraph Office are close by. The real distances on this march are—

Dramtal to Chineni	.	3 miles.
Chineni to Foot of pass	...	5 "
Ascent	...	3 "
Descent	...	3 "

6. **Batoti to Ramban.**—*Distance, 15 miles.* *Time, 5 hours.*

The path, after a slight ascent, passes the bazaar and, slowly descending, enters a great in-and-out (through a nice forest), the stream of which is crossed at $3\frac{1}{2}$ miles by a precarious bridge. The path then ascends, and, at the far corner of the rise, the Chenab River comes into view, together with the Fort of Gajput, a most striking object, being built on an inaccessible looking pinnacle of rock on the right bank. The road descends through pine forest, and, passing one or more ins-and-outs reaches a hut below. The Chenab River, with its grand volume of emerald green water, is a beautiful sight

in winter ; but it appears curious to see the water rushing towards the hills and Kashmir and not away from it. Beyond the hut mentioned is a small in-and-out, on the far side of which is Peerah, a half-way halting place. Here a bunniah lets a small clean open verandah-room for breakfast for annas 8. The Gajput Fort is exactly opposite. It is held by 12 sepoyes. South of it, in a deep gorge, is a fine double waterfall. Beyond Peerah, the road ascends, turns a corner, passing a gallery above a steep precipice dropping straight to the river. It then descends rapidly and, crossing a side stream, reaches Chunderkot. Ramban is 5 miles ahead. From Chunderkot, the road runs at a low level, close to the river. Three miles short of Ramban, the remains of the original suspension bridge, as well as the old track, are seen on the opposite bank ; 2½ miles ahead is the new suspension bridge, the bazaar adjoining, marking the limit of the Udampur Tahsil. Let into the portico, on the east side of the bridge, is a stone with the following inscription :—

Completed by His Highness Maharajah
Pratap Sing, Indar Mohindar
Sipar-i-Sultana 1888.*

This handsome bridge, with a span of 225 feet, was built by Mr. Alexander Atkinson. The rest-house, half a mile above, is a pleasant, double-storied bungalow, old, very shaky, if not dangerous. The T. O. is close to the bridge, and the P. O. in the village ; there is also a State dispensary, opened in 1898. Between Chunderkot and the bazaar, on the other side of river, is good jungle fowl shooting ; but dogs are required to put up and retrieve birds. The nala above Ramban contains a few goorul, which are preserved. The heat at Ramban in summer is severe, and sand-flies are troublesome.

* The great flood of 1893 rose to within four feet of the roadway of this bridge.

**7. Ramban to Ramsu.—Distance, 16 miles.
Time, 6 hours.**

A wonderful march by the new road, the last 9 miles of which have been constructed along the precipitous cliffs of the Bichlari Gorge. The road is excellent, the gradient easy, a wild mountain bridle path running between the 4th and 14th mile, along precipices high above the stream. One must ride carefully, and an unlooked for danger arises from monkeys throwing and kicking stones from above, as occasionally happens. One sees the track of former days far below, with many tiresome ups and downs ; and previous recollections of this wearying march, 21 years ago, makes one grateful for the change. The first seven miles follow the Chenab River. At Seri, the 6th mile, one looks down on the junction of the Bichlari stream with the Chenab River. Here the road takes a sharp turn to the right (north), and enters the valley of the Bichlari, where the scenery is exceptionally fine. This stream runs a very tortuous course amongst the hills, while the roadway is about 1,000 feet above the stream flowing immediately below. At 9 $\frac{3}{4}$ miles, one looks down on the small village of Digdhol, consisting of a few houses, with corn-fields : another mile further on a terrible landslip is passed on the opposite side, the top of which starts from nearly 4,000 feet above the river-bed ; three years ago it completely blocked the river for a time. At the 14th mile, the Peristan is crossed by a wooden bridge. On the right of this bridge is a cave, with some lovely ferns. It is a praying place for Hindus, and the Ranis of Jammu, on their way to an *amal* from Kashmir, always stop and visit this spot. Oxide of iron is also found here. The rest-house is visible about $\frac{3}{4}$ of a mile away. The bungalow is of recent construction, and affords very good accommodation : one centre, two bed and bath rooms. It overlooks the Bichlari rushing below. The Nil Nala is close by. There is no P. O. or T. O. Supplies and transport scanty. If the march is done

in the early morning, the traveller will be in shade almost the whole way.

**8. Ramsu to Banihal (Deogol).—Distance, 10 miles.
Time, 3½ hours.**

The prettiest and easiest march on this route, gradually ascending by the newly-constructed road, which is graded to 1—20.

Crossing at the start the Nil Nala, the road follows the Bichlari stream, the nala being tightly confined between precipitous hills for the first 5 miles, with remarkably fine scenery. At 2¼ miles the Mohu Nala runs into the Bichlari.* A mile ahead is a Bunniah's shop, with a letter box attached. Beyond five miles, the valley opens out somewhat, and rice fields and cultivation are met with. The march is in shade all the way, if an early start is made. The dák bungalow is above the road—a quadrangular building with high walls and a courtyard in the centre. There is a postal and telegraph office. Supplies and transport readily procurable.

* (a) From Ramsu a road leads into Kashmir by the Mohu Pass. The marches are as follows—

1. **Ramsu to Mohu—16 miles.**—A long tedious march.

The first $\frac{2}{3}$ miles are along the new road. At Nichiana, the Banihal stream is crossed by a rickety bridge. The track now follows up the Mohu stream; it is a difficult path, in bad order, with many ups and downs; most of it being unrideable.

2. **Mohu to Dandwar—About 13 miles.**

The Pass, 10,790 feet, is 5 miles above the village. There are two paths to the summit: the one to the left is the easier and quite rideable the whole way. The ascent is gradual, 2,700 feet in five miles and the other path is the old Maharajah's route; it is steeper, in bad repair and rideable in parts only; the two routes join on the Kashmir side near Dandwar. The descent is very steep. Dandwar, a lovely little place, is referred to in Chapter XV. It is two good marches from Shupriyan and Islamabad.

(b) A second road leads from Banihal to the Mohu Pass as follows.

Banihal to Mohu Village—14 miles.

The road crosses the Banihal stream above the bungalow by a bridge and ascends to the village of Krowa, 3 miles; then on to Chakhal (3,200 ft); the road is rideable. Onwards the gradient is very steep, and a ridge, 9,400 feet (higher than the Banihal) is crossed at 8 miles. The descent as far as Mangil (2 miles) is steep, from Mangil on to Mohu village it is rideable.

**9. Banihal to Vernag, over Banihal Pass.—
Distance, 15 miles. Time, 6 hours.**

Leaving Banihal the road runs easy for a mile. Thence is a steady rise of 4 miles to the village of Takia (6,500 feet). Here is an unfinished State bungalow. From Takia the ascent of the Banihal Pass commences—a 4-mile climb. The first two miles are along a well-graded road. The upper two miles are up a steep zigzag, which might be improved. The lowest crest of the pass is 9,236. In fine weather, a lovely panorama of the whole of the eastern end of the valley can be seen, with a fine back view towards Jammu. The descent to Vernag is 6 miles, with a gradient of about 1—12 or less. The rest house, overlooking the octagonal tank and famous spring of Vernag, was burnt down in 1900. It was the favourite resort of Jehangir and Nur Jahan. The octagonal tank is 40 feet deep, measured by a plumbob, and is crammed with sacred fish.

There is a Telegraph Office at Vernag, but no P. O., and letters have to be sent to Doru (Shahabad), 3 miles distant.

**10. Vernag to Kanbal (Islamabad).—Distance,
21 miles. Time, 7 hours.**

Road fairly good all the way. There is a camping ground at Lalitpur, 9 miles from Vernag.

The important town of Islamabad, or Anantnag, situated under a high kareewah, is 1½ miles from Kanbal. The population is about 8,500; it is a large centre of trade. Post Office and Telegraph Office.

There is a dâk bungalow at Kanbal, which is the starting point for boats and river traffic to Srinagar.

The distance from Kanbal to Srinagar by road is 34 miles.

CHAPTER VII.

UNBEATEN TRACKS.

Jammu to Srinagar. (1) *via* Budil Pass ; (2) *via* Aknoor, Konsa-Nag Pass and Shupiyan ; (3) *via* Riassi, Goolabghur Pass, Shupiyan, or Islamabad. (4) **Shupiyan to Baramula.** (5) **Poonch to Srinagar,** *via* Toshi-Maidan Pass ; (6) *via* Nilkanta Pass ; (7) *via* Gazan Pass, Rampur and Baramula ; (8) *via* Pajji Pass ; (9) *via* Mandi, Ferozepur Pass and Gulmarg ; (10) *via* Bahramgala and Pir Panjal Pass. (11) **Gujrat to Srinagar,** *via* Chittapani Pass ; (12) *via* Chhoti Galli Pass.

NOTE.—The usual camp equipage is required for all these marches. Bungalows are met with only at occasional places.

Route 1.—Jammu to Srinagar, *via* Budil Pass.

(Authority : DeBourbel.)

No.	Stages.	Altitude.	Intermediate villages and stages.	in miles.	REMARKS.
1	Jammu to Aknoor	1,142	...	16	Driving road to Nagbani $6\frac{1}{2}$ miles, Chenab river crossed by ferry at 15 miles.
2	Aknoor to Jandri Kapaion ki Baoli	2,000	Katundra Ford Stair descent	$7\frac{1}{2}$ $3\frac{1}{2}$ $5\frac{1}{2}$	Jungle.
3	Jandri Kapaion ki Baoli to Poni	2,000	...	$8\frac{1}{2}$	Large village.
4	Poni to Jandi, Upper	...	Jaryin	8 4	Village.

Route 1.—Jammu to Srinagar, via Budil Pass.—(Continued.)

(Authority : DeBourbel.)

No.	Stages.	Altitude.	Intermediate villages and stages.	Marches in miles.	REMARKS.
5	Jandi, Upper, to Nar	...	...	12	Scattered village.
6	Nar to Bhagoli	...	...	8	Ans Valley road stony and bad. One or two huts.
7	Bhagoli to Budil		Ans Bridge ...	2½	.....
8	Budil to Abid	...	...	5	Large village and fort.
9	Abid to Delhi or Yamrush	...	Berberi Spur	4	Ascent and descent very steep.
10	Yamrush to Harshin Tower or Nazamdi Garhi Rock Shelter	4,120	Budil Pass ...	7	Cross Budil or Sedau Pass. Ascent steep and difficult. Kashmir side easy. Veshau Valley. Halting place. Guard house.
11	Rock Shelter to Shupiyan	...	Sedau	6	Pretty village and customs post.
12	Shupiyan to Rammu	6,715	...	11	Town, good bazaar.
13	Rammu to Srinagar	5,535	...	19	Large village. Munshi Bagh.

The Budil Pass, in spite of its high elevation, is easily approached from Kashmir, but the ascent is very steep, difficult and rough on the south side. In the valley to the south there used to be good Thar shooting, with the chance of a red bear. This shooting is only four good marches from Srinagar, and the ground is very difficult, as is usual, where Thar are found. A curious bit of bad luck happened to me here. One day in 1877 I had the

good fortune, after a most difficult stalk, to bowl over two fine Thar right and left barrels. The animals rolled down a steep precipice. The younger shikari was sent down after them. He cut the throat of No. 1, and then seized No. 2 by the horns. A struggle ensued, the animal regained his feet, and owing to the dangerous slope of the hill, to save himself, the man was obliged to let go his hold. The Thar, though severely wounded through the body, walked slowly away, and I lost a good head. Our return journey was made westwards by the Bhag Sar and Nundum Sar lakes to Aliabad Serai.

Route 2.—Jammu to Srinagar, via Aknoor, Konsa-Nag Pass and Shuplyan.

No.	Stages.	Altitude.	Intervening villages and stages.	Miles Marches	REMARKS.
	Jammu to Nar	7,800	6 marches	52	See route 1 Rough hill track passable for mules and open after June 10th.
7	Nar to Chaona	...	...	14	Village.
8	Chaona to Sartote or Nunkote	...	...	10	Village.
9	Nunkote to Konsa-Nag ... (Satpokrian).	12,500	Pass 13,250 Mahinag	7	... ...
				9	Cross pass at 7 miles. Lake lies to right at foot of pass. Camp one mile down and 1,000 feet below Lake at Satpokrian, a small plain. Only Juniper and old Birch wood available. Ponies are said to go by this road, but it must be very rough.
				3	

**Route 2.—Jammu to Srinagar, via Aknoor,
Konsa-Nag Pass and Shupiyan.—(Continued.)**

No.	Stages.	Altitude.	Intervening villages and stages.	Marches in miles.	REMARKS.
10	Konsa Nag (Satpokrian) to Kangwattan.	..	...	10	Pass Mahinag 3 miles, a few Gujar huts. Kangwattan—fine camping in forest on right bank of Veshau. Gujar huts.
11	Kangwattan to Sedau.	...	...	6	Cross river and follow left bank to Sedau, or cross to left bank.
12	Sedau to Shupiyan.	6,713	...	6	Recross 2 miles lower down and follow right bank of Veshau to the Haribal Waterfall, Tungmarg and Shupiyan. For full description of latter, see Chap. XV.
13	Shupiyan to Rammu.	...	...	11	
14	Rammu to Srinagar.	...	...	18	

Route 3.—Jammu to Srinagar, via Riassi, Golabghur Pass, Shupiyan, or Islamabad.

(Authority: DeBourbel.)

No.	Stages.	Altitude.	Intervening villages and stages.	Marches in miles.	REMARKS.
1	Jammu to Nagrota	1,150	Dunga	6	An easy march generally done on the first evening or Nagrota in morning and Thandapani evening.
2	Nagrota to Thandapani.	1,650	...	5 10	

Route 3.—Jammu to Srinagar, via Riassi, Golabghur Pass, Shupiyan, or Islamabad.—(Continued.)

(Authority: DeBourbel.)

No.	Stages.	Altitude.	Intervening villages and stages.	Marches in miles.	REMARKS.
3	Thandapani to Riassi.	1,800	Kanjili Derah ..	7 10	Through sand hills. Overlooks left bank of Chenab River.
4	Riassi to Banasu	1,540	Bidar ..	4 10	Town, Bazaar, Fort, see Chapter VI. Beyond Derah long detour to right with difficult ascent and descent to Chenab River.
5	Banasu to Aarnas	..	..	6	Large village on right bank of Chenab facing Salar Fort on left bank.
6	Aarnas to Toroo	..	..	10	Cluster of villages.
7	Toroo to Angril ...	..	..	14	Small village.
8	Angril to Kinderali or Goolabghur Fort	..	Dowal ..	4 9	Do. do.
9	Goolabghur Fort to Gogal Marg	..	Pass 12,530	6	Do. do.
10	Gogal Marg to Kuri*	..	..	11	Golabghur or Kuri Pass.
11	Kuri to Shupiyan	..	..	12	Chitti Valley. Gujai huts.
12 &	Shupiyan to Srinagar	..	..	29	Large village.
13	*Kuri to Kulgaum	..	..	9	Do.
12	Kulgaum to Islamabad	..	..	12	Capital. Vid Hanjipur.
					On by boat to Srinagar.

Route 4.—Shupiyan to Baramula.

(Authority : DeBourbel.)

No.	Stages.	Altitude.	Distances.	REMARKS.
1	Shupiyan to Chiar ...	6,400	14	Hill track passable for laden animals across undulating ground along the eastern foot of the Pir Panjal range. Chiar, a small town with celebrated musjid and tomb of Shah Nur-ud-din.
2	Chiar to Khan Baba Sahib's Ziarat		10	Large village.
3	Khan Baba Sahib's Ziarat to Kag ...		10	Ancient spring Gunj-nag.
	Ferozepur		10	.....
4	Kag to Bapamarishi	7,000	13	Ziarat, place of pilgrimage. Fine views, including Mount Nanga Parbat.
	shi	...		
5	Kauntra	..	5	
	Bapamarishi to Bar-			
	mula	..	5.175 12½	P. O, T. O., D. B.

"This is the most direct route with beautiful scenery. Ferozepur village is 6 miles, and Bapamarishi $2\frac{1}{2}$ miles from Gulmarg Bazaar. Three miles above Ferozepur, on the right bank of the Bahun Valley, there are the ruins of an ancient temple on the *Durrung plain*." These ruins are about $3\frac{1}{2}$ miles from Gulmarg—a steep drop into the nala which is crossed by a bridge. Thence easy ascent to Durrung plain, cultivated with crops, scattered Gujar houses. The ruin which is at south end of village is of the same type as Avantipur. Few Europeans have visited it. The return journey to Gulmarg may be made *via* Tungmarg and up the new road. There is good snow-trout fishing below bridge under high cliffs; a favourite place for picnics.

Routes 5—10 inclusive all start from Poonch. In Chapters III, IV and V, the intervening marches between the starting points, Gujrat, Jhelum, Jammu and Poonch, are respectively detailed.

Route 5.—Poonch to Srinagar, via Toshi Maidan Pass.

(Authority : De Bourbel.)

No.	Stages.	Altitude.	Intervening villages and stages,	Marches in miles.	REMARKS.
1	Poonch to Mandi ...	5,000	...	13	Up Mandi Valley, P. O.
2	Mandi to Sultan Patri	...	Biarah ..	7	.....
			...	12	Up right bank of Loran Valley.
			Pass, 12,500, China Marg, 12,000.	6	.....
3	Sultan Patri to Toshi Maidan	10,000	...	7	.....
				16	The ascent over the Phulwaran Spur to top of pass is steep, while the descent is gentle over an extensive plateau covered with good pasture.
4	Toshi Maidan to Watrehal	...	Zanigam ...	13	Large village.
5	Watrehal to Srinagar ...	5,235	...	7	Saknag bridge.
				14	.....

This would appear to be the most direct route from Poonch to Srinagar. The pass is fairly easy, and is usually open from June to November. The Toshi Maidan is an extensive marg on undulating ground at the summit of the Pir Panjal. The scenery on all the

approaches is beautiful, and the views from the edges of the marg, or from the peaks above it, are fine. It is a wonder that visitors do not more often visit such a place from Srinagar—only two or three marches distant.

Poonch to Srinagar.—(a), *via* the Nilkanta Pass, (b), *via* the Gazan Pass, (c), by the Pajji Pass.

These three diversions have one march common to all, *i.e.*, Poonch to Kahuta. The route by the old road, Poonch to Kahuta, is described in Chapter III. The new route will follow the left bank of the Bitarh River all the way to the mouth of Hillan Nala, which will be crossed by a cantilever wooden bridge, and the track will thence continue as given, by the right bank of the Hillan Nala, towards the different passes mentioned.

Route 6.—Poonch to Srinagar, *via* Nilkanta Pass.

No	Stages.	Altitude.	Marches in miles.	REMARKS.
1	Kahuta to Kalamula	5,300	10	4 hours
2	Kalamula to Hillan	6,300	9	4 hours.
3	Hillan to Dharival	8,000	10	6 hours.
4	Dharival to Pharpat Nag	10,000	8	Cross Nilkanta Pass, 11,930 ft., 6 to 8 hrs.
5	Pharpat Nag to Gulmarg	8,500	10	4 to 5 hours.
6	Gulmarg to Srinagar	5,235	28	"

1. Kahuta to Kalamula.—Distance, 10 miles. Time, 4 hours.

Leaving Kahuta by the old road, the path ascends to the Faikir's house at the corner of the spur above; it then drops down into the nala by a fairly good track to the Aliabad stream, which has to be forded. The new road from the Hillan bridge will join in here, about 1½ miles from Poonch. A long tedious climb of some 1,500 feet takes one high above the stream. The

road then runs at a high level, with ins-and-outs and a steep and bad up-and-down at Kori. Beyond the Kori in-and-out, the path keeps at a lower level, and, passing a rocky corner with an awkward drop below, finally descends to the stream running down from the Pajji Pass to Kalamula, a scattered village, the lowest house of which is on the far bank.

Up to this point the path on the whole is a good mountain track, running at a high level above the stream, with fair views ahead. A mule carried me most of the distance.

2 Kalamula to Hillan.—Distance, 9 miles.

Time, 4 hours.

The path rises by zigzags up a tongue of land some 600 feet above Kalamula. From the summit one looks ahead over a good deal of cultivation. Kuler village is opposite. The road keeps at a high level towards Miley, with many ascents and descents as far as Riji, on the far bank. Above Kukri the Hillan stream is crossed by fords and bridges several times, very awkward passages in places. The scenery is wild, specially above a tongue of land called Modoora, between two fords of the river where two side nala's join in. The road is difficult, and one has to dismount at several places. Hillan is a scattered collection of flat-roofed houses, stretching up for nearly a mile. The Nilkant stream comes down E.-N.-E., and joins the Hillan stream below Hillan village. Beyond Kukri one gets a clear view of the Nilkanta Pass. The marches Kahuta to Hillan can be fairly easily done in one day.

3 Hillan to Dhariwal.—Distance, 10 miles.

Time, 6 hours.

Crossing the Hillan stream, the path ascends and crosses the tongue of land dividing the Hillan from the Nilkant Nala. The track then follows the right bank of the Nilkant Nala for $3\frac{1}{2}$ miles to a small

plain with a Gujar's hut. Leaving this to the right, the track rises rapidly some 1,000 feet in about $2\frac{1}{2}$ miles. The line has to be followed to avoid the dangerous slippery grassy slopes below. In winter and late autumn, a lower path by the nala can be taken. From the highest point there is an easy descent, and, turning a corner, one drops down on a nice little plain occupied by a few Gugar huts, and known as Dangerallen. After crossing the side nala beyond, the path rises to Bhajhātān, the highest of three little margs. This is a small quiet sheltered plain partly covered with shrubs and pines. The track to Dhariwal crosses a small Kotul about 300 feet above, and descends to the nala, passing below the sloping pasture known as Moira and on by a rugged path to Dhariwal. Gujars are not now allowed to graze their goats and sheep above Moira. The order given is too late to save the birch trees, but the Rajah of Poonch hopes to keep these precipices, which once held good heads, as a preserve for Markhor, the ground having been closed until 1905. Dhariwal is a small level, high above the stream, suitable for a small camp. There is a good spring of water in the centre.

4. **Dhariwal to Pharpat Nag.—Distance, 8 miles.
Time, 6 to 8 hours.**

The path, rugged and difficult, descends to the nala and follows it up for some distance. It then enters the ravine on the left, by the left bank, and higher up strikes and ascends by very steep zigzags to the Pass. The Nilkanta Pass, 11,930 feet, commands a fine view south towards Poonch. The descent by an easy gradient, passes down the Barpathar defile to a small grassy slope, on which are two Gujar huts, and thence follows the Wurush stream to the left head of the Ferozepur nala. Here one can camp above the left bank of the stream, or on a slope 1,000 feet higher. But the position is exposed and the ground damp.

**5. Pharpot Nag to Gulmarg.—Distance, 10 miles.
Time, 4 to 6 hours.**

This is a fairly easy march, crossing the lower shoulder of Apharwat at 12,000 ft., down its north face to Killan Marg, 11,000 feet, then through the forest, the road joining Gulmarg above the Forest Officer's bungalow.

Route 7.—Poonch to Srinagar, via Gazan Pass, Rampur and Baramula.

No	Stages.	Altitude	Distance	Time.	REMARKS.
1 to 3	Poonch to Hillan	26			Just described.
4	Hillan to Bhari Bhaik	7,300	5	3 to 4 hrs.	.....
	Gazan Pass	...	3		Cross Gazan Pass, 9,135.
5	Bhari Bhaik to Gaggerhill.	6,100	14	8 hours.	.....
	Maidan	..	2		
	Trehau	..	3		
6	Gaggerhill to Bhunniar (Rampur).	5,000	9	3 to 4 hrs.	Residence of Nawab.
7	Bhunniar to Baramula.	5,175	14		Post office.
8	Baramula to Srinagar.	5,235	34		P. and T. offices.

**4. Hillan to Bhari Bhaik.—Distance, 5 miles.
Time, 3 to 4 hours.**

The Hillan stream is crossed by a bridge, and at Upper Hillan, consisting of a few houses, half a mile up, it is recrossed by a ford, below where a side torrent from the north joins the right bank. This ford is at times a matter of difficulty. The side nala is then followed some four miles, the stream having to be

forsed frequently. Bhari Bhaik, a pleasant little plateau, a hundred feet above the stream, is situated on the left bank between two side torrents—one close above, the other, about 200 yards below. Some four miles up, at the head of this lower nala, is a fine waterfall, with bold scenery around. The lower two miles of this nala run under cliffs, with dark coal-colored strata. This march, Hillan to Bhari Bhaik, though difficult on account of the numerous fords, runs through beautiful scenery.

**5. Bhari Bhaik to Gaggerhill.—Distance, 14 miles.
Time, 8 hours.**

Crossing the stream above the camp by bridge or ford, the path follows up the nala running down from the Pass, which has to be forded three or four times. The road ascends by an easy gradient over open ground. There is a forest to the left, through which runs a direct track, toward Hillan, used by Gujars. The ascent took me $2\frac{1}{4}$ hours. The Gazan Pass, 9,135 feet above sea level, is the lowest point in this part of the Pir Panjal, and forms the boundary line between Poonch and Kashmir. The view looking back on the Pir Panjal peaks, on a clear morning, is splendid. They appear quite close and include Tutakuti 5,500. The Pajji Pass lies S.-W., about 3 miles distant. The descent to Gazan occupies three-quarters of an hour. It is very easy following the course of the incipient stream. In ordinary years, during spring, a good deal of snow must lie here. On April 29th, 1902, the day of my crossing (a poor snow year), the pass itself was quite free from snow on the Poonch side, and only about a quarter of a mile on the north side was under snow in the hollows. The Pajji and Gazan Pass routes unite at Gazan, which is a small grassy slope, with a few Gujar huts (Dhoks). The path follows the left bank of the stream for about 3 miles. It then leaves the river (which is only touched again at Gaggerhill) and

commences the ascent of the Tilpatoo Spur, a sharp burst of some 800 feet. Looking back from the first rise, one obtains a fine view of the Gazan and Pajji Passes, E. and W. respectively. Still ascending, a little plain is reached, and Nanga Parbat comes well into view. The path now descends through the forest, crosses one or more side-streams, and another easier climb brings one to a fine marg called, I think, Jabar Marg, splendidly situated, with a few Gujar huts about. The wild walnut is much in evidence here. This would be a lovely place for a camp, and about 11 miles from Bhunniar From the marg the road descends by the left all the way to Gaggerhill through grand forest. The drop seems long, tedious and endless to a tired traveller. Gaggerhill is a little tongue of land at foot of the descent, between two powerful streams—one on the left, west, coming from below the Badaori Peak, the other, east, from below the Sellar Peak. At Gaggerhill, both unite to form the Harpet kai River, which joins the Jhelum at Bhunniar. Both streams are bridged, and the villages are on the left and right banks. The scenery westwards is fine, and, continuing up, one would eventually strike the west head of the Namiah Valley, where markhor have been shot. From Gaggerhill, a track runs up to Sellar.

6. *Gaggerhill to Bhunniar.—Distance, 9 miles Time, 3 to 4 hours.*

The Sellar stream is crossed by a bridge, and then the right bank of the Harpet-kai is followed for two miles to the village of Maidan. One is again in the country of deodars. The river is crossed by a bridge at Maidan, which is on the left bank. This is now followed all the way to Bhunniar. Trekan, the residence and village of the Nawab of Rampore, is three miles lower down. Beyond it, the road runs nearly level with the river. Half a mile short of Bhunniar, high up on the left, is the picturesque garden and cottage of the Road

Engineer, built in 1890. Below are the workshops adjoining the road. Rampore bungalow is $1\frac{1}{2}$ miles further down the Jhelum Valley Road, and Baramula is 14 miles ahead. After leaving Gaggerhill, the bridle path is in excellent order, and, in April 1902, the gradient was being improved by the present energetic Governor of Kashmir, Pundit Munmotho Nath, who has also constructed afresh or repaired the roads and approaches to every village in the country. Except for the difficulties in fording the streams, this route can be very strongly recommended from Hillan on; and from Gaggerhill to Bhunniar the scenery is perfect. A mule accompanied me from Poonch to Bhari Bhaik whence he was sent back, but the Zahildar in charge rode his pony up to the pass. A mule or strong pony is necessary for fording the streams beyond Kahuta. If the pass is open, a mule might be taken the whole way, though in certain portions of the Tilpatoo Spur an animal could not go in April 1902, but I have no doubt these places will be repaired.

As regards time, a dâk coolie will march from Hillan to Bhunniar in one day. My coolies' time was Bhari Bhaik to Maidan 6-45 A.M. to 6-45 P.M.—coolies dead beat.

The two long ascents, first, over the pass, secondly over the Tilpatoo Spur, are very trying to laden coolies. Reversing the order, Rampur to the marg above Gaggerhill, 11 to 12 miles by a good road, is to be recommended. There would be a stiff climb at the end, but road is rideable all the way. I have dwelt rather long on this route because the scenery is very fine.

Route 8.—Poonch to Srinagar, via Pajji Pass.

The marches Poonch to Kalanula have been described; only Kalamula to Gazan requires noting. The Pajji Pass is crossed at six miles above the village. The Pass is 10,000 feet. Both ascent and descent are steep and slippery. At Gazan the two routes unite.

**Route 9.—Poonch to Srinagar, via Mandi,
Ferozepur Pass and Gulmarg.**

This account was kindly given me by Captain Good-enough.

August, 1900, Poonch—Started at 12 o'clock, driving road $2\frac{1}{2}$ miles; then mule, going at a walk, arriving at camp at Belin 5.30 P.M.

Belin is on left bank of stream above Mandi and just below Bilnai and Phagwari marked on map. Tent pitched on house, as all the fields in August are ripening with makhi (Indian corn).

Second day. Started 4.40 A.M., on mule and reached Gagri (6,200) at 6.40 A.M., and Maghiana, 8,000 at 8.40 A.M.

There is a small camping ground at Gagri in the middle of village. At Maghiana, which is only a dák hut, there is plenty of room, but the soil is inclined to be soppy in the rains, halted 20 minutes.

Continued on after and reached Ferozepur Pass, 11.40 A.M. Ascent to pass very steep, specially the last portion. Riding impossible. Mule, being out of condition, could carry me no more. Pass is 11,400. Walked rest of way. Reached Banabali Nag, 10,000, at 1.40 P.M.

Reached crest of hill below summit of Apharwat, 11,400, at 2.40 P.M. Arrived at Gulmarg hotel 4.30 P.M. Gulmarg to Srinagar, 28 miles; hill road to Tang Marg, 4 miles; driving road on, 24 miles. Instead of ascending to Gulmarg, the track down the Ferozepur nala can be followed to Magam, a difficult march of, say, 24 miles, which it would be better to divide into two stages, that run through beautiful scenery.

Return Journey.—Gulmarg to Mandi.

Nedou's Hotel.—Started 11.55 A.M., walked to stream at Saw Mills. Rode thence to middle of Killan Marg by 12.35.

Mule reached crest of Apharwat at 2 P.M., walked down descent to stream, 3 P.M. Rain now fell, and as mule could not stand, walked to summit of Pass, halting 7 minutes *en route*. Time, 4 25 P.M. Reached Maghiana, 6-20 P.M. where my camp was pitched.

My horse was led over Pass and got down safely, but this road is not to be recommended for valuable animals.

Route 10.—Poonch to Srinagar, via Bahramgala and Pir Panjal Pass

The marches are

1. Poonch to Sooran	15 miles ; time, 4-5 hrs.)	Detailed in Chapter VIII.
2. Sooran to Bahramgala	13 " " 4-5 "	

1. Poonch to Sooran —Distance, 15 miles. Time, 4 to 5 hours.

Driving road for first $2\frac{1}{2}$ miles ; then easy bridle road to Mandi Nala, which is crossed by bridges or fords ; thence seven miles to Sooran, crossing river, if low, by fords ; or, if in flood, skirting spur on right bank above Malan. River bridged near Sooran, which is on the left bank. *

2. Sooran to Bahramgala.—Distance, 13 miles. Time, 4 to 5 hours. *

Road easy and level for $1\frac{1}{2}$ miles, when the Sooran is crossed by a bridge. Beyond, the villages are known as Gundri. At 3 miles the path joins the river and skirts the base of a conglomerate cliff, and crossing a side stream, continues on towards Bisliaj. The river is here recrossed by a bridge, and the road passing under (to the right) the Nilidhar nala enters the Chittapani gorge beyond. Crossing to the left bank, the Chittapani valley is followed right up to Bahramgala. At Sailana the river is again crossed by a bridge. Sailana is a small plain—a nice camping place in the summer. The cliff

opposite are beautifully covered with ivy. The heights to the left are bare of trees but clothed with grass. A little ahead is another small plateau covered with chestnuts. The track now ascends and drops into another little level, where tall chestnut trees, with their curious split bark, seem to predominate ; these must be charming places in the summer. After crossing a side nala, Pernoiey, the path rises, and soon the ruin of the fort overlooking Bahramgala comes into view, on a high ridge, a mile ahead. Below this, the Chittapani is crossed once more, and, skirting the ridge, the path turns north and follows the gorge, the bungalow being visible high up on the right with a Ziarat close by, and a Hindu Temple on the hill-side above. The Chittapani is then crossed for the fourth and last time, and the path rises to the stage some 150 feet above. See Chapter III

Route II.—Gujrat to Srinagar, via Chittapani Pass.

(Authority . De Bourbel.)

No.	Stages.	Altitude.	Intervening villages and stages.	Miles Marches	Miles	REMARKS
1-8	Gujrat to Poshiana	8,150	...	104		See Chapter III.
9	Poshiana to Chittapani.	..	...	6		Up the Chittapani nala. Halting place
			Pass 14,540	2		At 3rd mile cross pass and proceed down the Kachgal Valley. This is the highest pass over the Pir Panjal.
10	Chittapani to Sangur-	..	..	12		...
	atal (village).					

Route 11.—Gujrat to Srinagar, via Chittapani Pass.—(Continued.)

(Authority : De Bourbel.)

No.	Stages.	Altitude.	Intervening villages and stages.	Marches in miles.	REMARKS.
11	Sangurwini to Pakapura (village).	...	Chrar	5	Town and Bazaar. Good road to Srinagar.
12	Pakapura to Khanpur	...		10	Village and old Serai.
13	Khanpur to Srinagar	...	....	13	.....

Route 12.—Gujrat to Srinagar, via Chhoti^{*} Galli Pass.

(Authority : De Bourbel.)

No.	Stages.	Intervening villages and stages.	Marches in miles.	REMARKS.
1-7	Gujrat to Bahramgala	Chundimar ...	98 2	See Chapter III. Village of blacksmiths.
8	Bahramgala to Hillob	Alakuri ... Baranuri ... Pass 14,090 ...	2 4 10 1/2 5	12 to 14 hours. Up Sooran Valley, cross river by bridge. Ascend Alatopa spur of Pir Panjal range, and continue along top of ridge.

* The Chhoti Galli Pass is of very gradual ascent and descent, and is the easiest of all the roads into Kashmir.

**Route 12.—Gujrat to Srinagar, via Chhoti*
Galli Pass.—(Continued.)**

(Authority: De Bourbel.)

No.	Stages.	Intervening villages and stages.	Marches in miles.	REMARKS.
9	Hilloh to Loodur Marg.	.....	13½	Good road, of easy gradient, to pass, and then gradual descent.
10	Loodur Marg to Surus (small village).	.....	13	.....
11	Surus to Kralpura...	....	14	.....
12	Kralpura to Srinagar	.....	8	.....

NOTE.—In both these marches *food, all supplies* and *through coolies* must be arranged for at Poonch, Bahramgala, or Thanna Mandi, to Srinagar; or from Srinagar *vice versa*. These very high passes are not usually open before the middle of June.

* The Chhoti Galli Pass is of very gradual ascent and descent, and is the easiest of all the roads into Kashmir.

CHAPTER VIII

RETURN JOURNEYS

Routes.—(1) **Srinagar to Gujrat, via Karkarpore, Payech, Haribal Waterfalls and Pir Panjal Pass.*** (2) **Srinagar to Jammu, via Rajaori and Aknur;** (3) **via Goolabghur Pass and Riassi.** (4) **Srinagar to Poonch, via Uri and Haji Pir Pass** (5) **Srinagar to Abbottabad, via Chotari Pass and Khagan.** (6) **Srinagar to Murree, via Sopor, Neschau Pass, and Kishengunga Valley**

No	STAGE		Distance in miles	Time
	From	To		
1	Srinagar	..	Karkarpore	By boat 11 hours
2	Karkarpore		Payech	2½ "
3	Payech		Shupiyan	6 "
4	Shupiyan		Hirpur via Sedau and Haribal Falls	12 "
5	Hirpur	..	Aliabad Serai	15 "
6	Aliabad Serai	..	Poohiana	18 "
7	Poohiana	..	Bahramgala	8½ "
8	Bahramgala	..	Thanna Mandi	6 "
9	Thanna Mandi	..	Rajaori	2½ "
10	Rajaori		Changas	10 " 15 "
11	Changas		Naochera	14 " 15 "
12	Naochera		Saidabad	14 "
13	Saidabad	..	Bhumber	12 "
14	Bhumber	..	Gujrat Dak Bungalow	29½ " Various

Since 1901, the road from Srinagar to Hirpur has been much improved by the present Governor of Kashmir. Beyond Thanna Mandi repairs have also been carried out, specially the last 6 miles into Bhumber, and on thence to Gujrat, as a famine work in 1900.

* For fuller description of this route, Shupiyan to Gujrat, and "forward journey," Chapter III.

1. Send servants ahead at 4 A.M.
2. March at 5 or 6 or 7 A.M., according to altitude and length of march.
3. Breakfast half-way generally.
4. Not advisable to march on foot further than Changas.
5. Tents required to Aliabad Serai; after that there is a clean hut at Poshiana and dirty bungalows at the remaining stages.
6. The state of the streams in October will be very different from that in July on account of the rains. The time necessary for doing the march will therefore vary according to the season.
7. Taking the boat to Karkarpore and marching *via* Payerch saves one doing the wearisome and ugly march of 18 miles from Srinagar to Ramu, whilst it affords an opportunity of seeing the very fine temple at Payech.
8. The march, Shupiyan *via* Sedau and Haribal to Hirpur, is well worth seeing. It is charming.
9. The fatigues and difficulty of the Pir Panjal route are less marching out from than into Kashmir. The scenery amply repays all the labour.

1. Srinagar to Karkarpore.—*By boat. Time, 11 hours.*

Sept. 30th.—Karkarpore is on left bank of Jhelum, between Srinagar and Islamabad, 12 miles by land from the former. The same journey by boat takes 10 to 11 hours. We left Srinagar at 5-45 A.M. and arrived at Karkarpore at 4-30 P.M. Pandritan, Pandu Chak, and Pampore are passed on the way.

From this to Ramu is 8 to 10 miles.

2. Karkarpore to Payech.—*Distance, 6 miles. Time, 2½ hours.*

October 1st.—2½ hour's march over park-like country, or through rice fields to Kohil, passing on the way the

villages of Ruttenpore and Naroo, separated about a mile, more or less, from each other. Then a walk of half an hour alongside of Nonagri Karewah, fording a shallow stream twice, brings one from Kohil to Payech. The camping ground here is small and is situated beyond the temple, amongst apricot trees, a stream separating it from the base of the Karewah. Water good, ordinary supplies procurable. Temple in excellent preservation and very picturesque.

**3. Payech to Shuplyan.—Distance, 12 miles. Time,
4 hours.**

October 2nd.—Path alongside of Karewah, above a small hamlet to where the Karewah slopes gently to level of plain at village of Naiera $2\frac{3}{4}$ miles from Payech. Here cross small stream and over flat ground to road coming from Ramu, which is then to be followed. The road passes villages of Jundwal ($1\frac{1}{4}$ hour from Payech) and Nika (2 hours from Payech) winding amongst rice-fields, or over grass, crossing some small streams. Fifteen minutes' walk from Nika is a very fine and large village with a ziarat; this is Hala. Three-quarters of an hour's walk amongst rice-fields brings one to Tokru, and beyond this village, between it and the Rembiara River, are some pretty spots with fine chenar trees, which would make pleasant camping grounds. The Rembiara is not more than half an hour's walk from Tokru and its bed is nearly one mile wide. The path crosses the stony bed obliquely and ascends opposite bank, there passing a small village and coming into sight of Shuplyan, which, from the bank, is about $1\frac{1}{4}$ mile distant.

The camping ground is $\frac{1}{2}$ mile beyond the outskirts of the village, being situated on its opposite side. The old rest-house is uninhabitable, and the camping ground might well be cleaner. It is stony. Some fine chenars afford grateful shade.

All supplies are procurable. The village for its size is the cleanest in Kashmir! The thikidar is very obliging, and no trouble about carriage will be experienced. There are high winds at night blowing from the pass.

4. **Shupiyan to Hirpur, via Sedau and Haribal Falls.**—*Distance, 15 miles. Time, 5 hours.*

October 3rd.—Road for 1 mile along Sangal Nala, high above river, then to left over a “kareze” and, climbing an ascent of about 200 ft. one reaches a verdant plateau. The path then passes to left front over grassy downs with pines scattered here and there to village of Sedau. This is about 1½ hours’ walk from Shupiyan; the distance would then be, say, 5 miles. Path passes to left above Sedau (that going straight is to Hirpur) and is fairly level, at first over undulating ground for about 1 mile. Here is a good view of Veshau Nala and river far below. Proceeding on among pine trees the path descends about 1,000 ft. to cliff, above the falls, on the left bank of river Veshau. The path is slippery in places from pine needles. The falls are not over 40 ft. high and about 100 ft. broad. The volume of water in October is not great and passes all to left side, though, early in the year, it must be very considerable. The cliff (patronised by suicides) stands fully 200 ft. above the falls. The ravine is wild and picturesque. A few hours can be very pleasantly spent here, and it is an enjoyable place for a picnic.

The straight road to Shupiyan can be seen well before descending to falls. It passes from Shupiyan to left of Sedau route and crosses Veshau Nala to right bank of river. It is probably a little shorter than the route described. Returning to Sedau by same road, one seeks the path to Hirpur. It passes up a nala above the village, and the track leads to pine-clad hills, over which the walk is pleasant, and from which the views of the

adjacent snow peaks is good. The next two miles or so pass through as nice forest scenery as is to be found in Kashmir. The road is fair for walking, though, if one be riding, it will be judicious to dismount occasionally. The path is up and down; but more down than up. Finally it joins the Shupiyan-Hirpur road (about 1½ hours' walk from the latter) on a high grass plateau. The remainder of the way is picturesque and pretty. No fatigue from such marching.

The distance from—

Shupiyan to Sedau	about 5	miles or 1½ hours
Sedau to Haribal	" 2½	" " 1 hour
Haribal to Sedau	" 2½	" " 1 "
Sedau to Hirpur	<u>5</u>	" " 1½ hours.
Total distance .	15	miles

Rest-house at Hirpur is in ruins, but there is shelter for servants, and a horse can be stabled. There is plenty of firewood, and a good bonfire is a luxury. All supplies should be taken on for next two marches. There is no barley here and only Indian corn for horses.

5. Hirpur to Alabad Serai.—Distance, 12 miles. Time, 5 hours.

October 4th.—Very picturesque walk through forest to Doobji (3 miles). Here cross Rembiara by a rickety bridge, and, on opposite bank, there is a stiff climb of 20 minutes up a wooded hill to a grassy knoll—a camping ground of Gujars. (A little beyond this a path leads down again to level of river bank; this is the one usually followed.) Continuing on, the track passes by side of grassy hills (being bad in some places, good in others) to level of Zujnar tower. From this the lower path on river bank will be seen far below, together with the Sak Serai and the Shahkote. Following the hills the track joins the main path, which, from below, by a stiff ascent has gained the higher level from river bank and

winds on to Lal Golam, a tower at entrance to gorge, up which is the Aliabad Serai, about 3 miles distant.

The distance of this march is probably 12 miles or more. Time, 5 hours. It is a trying journey. There were several storms, and the winds were boisterous and cold on the upper pathway.

Aliabad Serai *filthy*. Tent pitched in courtyard. Snow fell during night, 2 to 3 inches.

6. Aliabad Serai to Poshiana—*Distance, 8½ miles
Time, 4¼ hours.*

October 5th.—Stiff climb for half hour, across a stream by a broken bridge (bullock had fallen through and lay dying in the water). Then a gentle regular ascent over grass, covered by snow, to tower on top of pass. The road, owing to snow, was slippery in parts. Occasionally ground was boggy. Two hours' walk from Serai to Pass, which is 11,400 ft., above sea level. Steep descent by zigzag road for one hour to level ground, then along the flat, and again down a very steep declivity to Chittapani and a fine waterfall (1 hour and 20 minutes from Pass). Cross Chittapani by a bad bridge; march for 20 minutes on right bank and up a steep climb by zigzag path. Then along a fair road for half hour to Poshiana. The first part of march was wild and barren. Views from Pass obscured in front by haze, behind, by hills. Scenery on Chittapani very fine. Wind high at Poshiana. Very clean but to pass the night in. Much better do this than pitch a tent on roof of house with the strong probability of its being blown away before morning!

7. Poshiana to Bahramgalla.—*Distance, 6 miles.
Time, 2¾ hours.*

October 6th.—Steep descent (½ hour) of 1,900 feet to Chittapani, by a bad road, under a hot sun. Then

along its bed by stony path, crossing many bridges in all stages of repair ! Past many pretty waterfalls and charming spots covered with many-colored creepers. Scenery superb after first descent. The Lungoor monkey frequents the cliffs on either side. Near the end of march the path passes up left bank and ascends 150 feet to bungalow, which is in ill-repair and dirty. The "furniture" has seen better days ! Above, on the opposite cliff, is a ruined fort. The Nur-i-Chamb, a splendid waterfall, is past on the left, at the foot of the ascent to the bungalow. Bahramgalla is in Poonch territory.

**8. Bahramgalla to Thanna Mandi.—Distance,
10 miles. Time, 4 hours.**

October 7th.—Ascend a little rise and cross a stream that joins the Chittapani ; climb hill 2,000 ft. by zigzag and rough path. Time, 1 hour. Distance about $2\frac{1}{2}$ miles. Then round shoulder of hill (through magnificent forest, splendid trees, pretty colors, &c., &c., good views down charming glens) for $2\frac{1}{2}$ miles by slightly ascending path, rough in parts, to summit of Rutten Pir, 8,200 ft. Time, 1 hour from "shoulder" or 2 hours from Bahramgalla. The views from the top of the pass of verdure-clad ranges, in front of the snow peaks in the rear, are lovely. The twin peaks of the great mountain Tutakute, 15,524 ft. seem quite close, N.-N.-E. It is a pleasant arrangement to breakfast on the top of the pass and halt an hour. In the pass itself is a Ziarat, overshadowed by a grand elm tree, and facing it, a covered-in spring. The descent to Ajanabad at bottom is rough. The road beyond the village crosses the Tawi two or three times, and reaches the rest-house which is above the village of Thanna Mandi. The last mile is now excellent going. Time, 2 hours from top of Rutten Pir. Distance from the Pir 5 miles, good measure. Total time, 4 hours. Distance, 10 miles.

Bungalow in bad order. Pretty verandah in front, the scenery like that at Dharmpore on the Kalka-Simla road. No milk near at hand. Stabling for horses under chenars near village, in sight of bungalow. The most picturesque village of Mandi, situated $\frac{1}{2}$ mile round the corner (east), is well worth a visit.

9. **Thanna Mandi to Rajaori.**—*Distance, 14 to 15 miles. Time, 4½ hours.*

October 8th.—Descend from bungalow, cross Tawi, through village of Thanna, past ruined serai—very fine one. Road now along base of low hills. (No sun till 7.30 A.M., as the hills afford shade.) The walking is good, though roughish in parts, owing to water-courses and overflowings from rice-fields. Road crosses river and then leaves it. No trees, but some jungle. Reach Leera Baoli, a fountain built around with stones, some trees and a bunniah's shop. It is said to be 4 *kos* or 8 miles from Thanna Mandi. Road is now better, hills lower, past a broken tank on right side, with two trees near an expanse of pleasant grass to Futtehpore-Sikri Serai, a picturesque ruin on left hand side. A little ahead of this, the fort above Rajaori comes into view. Beyond the serai about 1 mile the path leads down a rocky declivity to a widish stream, with a very stony bed. Rajaori is in sight a mile or so distant. Ford this stream (no stepping stones) above where it joins the Tawi, the path passes on left bank of Tawi to a garden on the bank opposite Rajaori, and about 100 feet above level of river. The garden once has been excellent—remains of fountains, aqueducts, &c.; fruit, trees plentiful. A pavilion, pleasantly placed, with four rooms and a connecting open passage forms a charming halting place. Few more picturesque spots than this (Rajaori) will be met with in any place. The temperature is pleasant and is like that of Kalka on the Simla road. Fine view of Rutten Pir and the snows

in its neighbourhood. The piers, of what was once a large bridge, are still to be seen in the Tawi below the bungalow. Rajaori has been a fine town at one time, but now everything that was good is in ruins.

**10. Rajaori to Changas.—Distance, 14 to 15 miles.
Time, 5 hours.**

October 9th.—Cross river 1 mile below bungalow (the Jammu road does not cross the river ; it goes straight on) to the right bank. Then path leads over 10 or 11 spurs of low hills. Nos. 5 and 6 are stiff to climb. The road is shady in parts from high banks and hedges of cactus. Some parts are very rough. Moradpore is 1 hour and 20 minutes' walk from Rajaori or about 5 miles. There are here two ruined serais, one on right hand and one on left, though some distance apart. Cross the stony beds of a few streams past Kular ; this is between spurs Nos. 5 and 6. Reach baoli $1\frac{3}{4}$ hours after leaving Moradpore, say, $3\frac{1}{4}$ hours from Rajaori. At the baoli is a bullock camping ground, and above, on right, is a strong and well-built house on the hill. Beyond the baoli cross a stream and then by a rough road over stiff spurs for $1\frac{3}{4}$ hours to bungalow at Changas, which is situated between the serai and the river, and about 100 feet above level of latter.

**11. Changas to Naoshera.—Distance, 14 miles.
Time, $4\frac{1}{2}$ hours.**

October 10th.—Road along right bank of the Tawi, reaches close to the bank, 1 mile from bungalow. Then by a very rough and stony road, up and down, to Laranwali Baoli, which is half way to Naoshera ; past a fine serai, where the road becomes easier ; then rough again, till it finally ascends the Lohu Tak, which is a stiff climb. On the summit Naoshera is in sight. The descent is not difficult. The road passes through the town to the bunga-

low with only the very remnants of what was once called furniture. It is 1 mile from the town. Some fishing can be got in the river here. It is now very much warmer than during the previous marches.

12. **Naoshera to Saidabad.**—*Distance, 11 miles.*

Time, 3½ hours

October 11th.—Road level at first, cross stream, gradual ascent over low hills to base of Kaman Gosha—about 1 hour from Naoshera. Up to this the road is fairish, not bad. Gradual zigzag ascent amongst fir trees to huts on top. View to rear very fine. Road down execrable! Then along valley and between hills across rocky bed of stream, then between hedgerows, past fine old serai to bungalow—very indifferent, with broken furniture. This is the filthiest bungalow on the route. The bugs swarm in it!

13. **Saidabad to Bhimber.**—*Distance, 11 miles.*

Time, 4½ hours.

October 12th.—Road along level, then across stream, then up and down between hills for four miles to base of Aditak, then up a not very steep ascent to summit, 1½ hours, then descent to Fakir's hut and tank. Good view of plains from this to the front. Continue descent by a very fair road to foot. Then cross stream six times. Ascend slightly through village of Bhimber to bungalow, which is a good one and well kept.

There is a driving road for ekkas on to Gujrat, 29½ miles, and by arrangement, if still going, a tonga may be procured. But due notice—three days previous to arrival—should be sent to chowkidars at Bhimber, and the khanzimah at Gujrat.

Route 2.—Srinagar to Jammu, via Rajaori and Aknoor.

The marches as far as Rajaori have just been given. The marches connecting Rajaori on with the Jammu-Kotli route are now tabulated :—

STAGES			Distance in miles.	Time.
No.	From	To		
1	Rajaori	Sialsui	14	hrs.
2	Sialsui	Dharmasala	9	5
3	Dharmasala	Thandapani	9½	3½
4	Thandapani	Choki Chora	13	3½
5	Choki Chora	Aknoor	14	5
6	Aknoor	Jammu	15½	6
Total			75	5

I. Rajaori to Sialsui.—*Distance, 14 miles. Time, 5 hours.*

Leaving Rajaori, the road follows the left bank of the Tawi. At $2\frac{1}{2}$ miles a large feeder has to be crossed, and a few miles ahead another smaller one. In this march one sees the road followed on the right bank to Changas. Phaliana stands out well on the hill-side; further on is the old musjid passed half way, overlooked by a fine chenar tree, the first of its kind on that route. Continuing on our side, Sirano or Sarang, a village placed high above the river, a large tree marking its situation, is a good half-way place for breakfast. Below it is a long clear pool in the river, containing many fish.* One also gets a fine view of Tutakute, the highest point of the Pir Panjal, recognized by its twin peaks and the serrated

* In connection with this pool, there is said to be a water cavern, the home of some enormous fish. There is good fishing in this (Minawar) Tawi river, so named after the village near where it joins the Chenab. A few visitors come in annually for the fishing as far as Changas or Rajaori.

edge of the higher or eastern peak. Beyond Sirano, the road strikes off east to enter the hills, and, by a pretty glen with grassy swards, reaches a low pass, drops into a smaller glen, and, winding up and down, finally descends into the small Dhun, in which the stage is only visible when close by.

Sialsui lies in a hollow, with hills around. The houses in these hills are built of soft sandstone cut into bricks. They are often picturesquely perched on high positions, which gives them the appearance of small castles.*

2. **Sialsui to Dharmsala.**—*Distance, 9 miles.*
Time, 3½ hours.

After a fairly level mile, the road descends into a Dhun. It then winds up and down amongst hills, with one steep ascent and descent; and, after about five miles, drops into a glen, on the far side of which is a steep ascent, and then a steep descent by a staircase path.

Half way up the succeeding hill-side, is a baoli and spring, small tank—a good place for breakfast. From the summit, one gets a fine, though limited view of the Pir Panjal Range; the peak above the Roopri Pass in the centre, known as Tikear, 15,304 ft. (the highest peak seen from Sialkote) and the Konsa-Nag points to the right. Beyond the summit is a castellated house, and close by, a tank with ornamental walls.

* Three miles S.-E. of Sialsui are two hot sulphur springs at Tatapani, mentioned by Vigne, (V., I, p. 232), with a temperature of 140°; also in a hollow near, a seam of coal, jutting out in different places. This probably is Mehowgala, where coal was discovered by General de Bourbel in 1889.

In 1840 Vigne writes "I have specimens of the coal with me in England; but it is not very promising. I showed it to the peasants in the neighbourhood, who shook their heads and said they had too much jungle to use up; and the Rajaori Rajah seemed to be of the same opinion; though he pricked up his ears a little when I told him it might bring him in a fortune some day, and still more when I said it was excellent for dressing roast meat with." The coal prospects of Kashmir are now very promising, both here and at Ladda, nearer Jammu.

Beyond, other Dhuns are traversed, and after crossing a branch of the Minawar Tawi a long, tedious, stone staircase leads up to a kotul, and in the centre of the plain below, is Dharmsala, a town of about 30 houses. Here, as previously noted, the houses are often perched on commanding positions and look like miniature forts. Though short, this march is very trying for animals.

Half a mile beyond the town is a curious baoli, with minarets at the corners, and a stone-shaped seat on one side.

3. Dharmasala to Thandapani.—Distance, 9½ miles. Time, 3½ hours.

Road continues on through hills over ridges and across Dhuns—fairly good going on the whole. At about five miles after passing a small baoli on left, a sharp winding rise leads up to a pass, from whence one looks down into the long valley situated between the Kaman Gosha and the near range leading up to Naoshera. The descent is long, nearly $\frac{3}{4}$ mile, to a baoli and the small village of Bhal. Here one can breakfast.

Beyond, the road follows up the valley due east and runs easy to Thandapani, 3½ miles ahead.

4. Thandapani to Chokl Chora.—Distance, 13 miles. Time, 5 hours.

Road continues up valley due east past Thandapani village, on hill side to left; $\frac{3}{4}$ mile ahead are the ruins of old Thandapani, where the troops usually camp. The road now descends and crosses the Minawar Tawi by a ford, below which are some flour mills, and near-by two big pools. The path then again ascends, and one sees from the far bank the ruins of a bridge, where the stream was once crossed higher up, showing that, formerly, Thandapani must have been a place of some importance. The track continues easy riding by shaded lanes, under

the hills on the left, for about 6 miles. It then crosses the valley, passes a small baoli on the right, and so winds on to a largish village situated on the right bank of a nala. Breakfast. After a steep descent over a paved road, the stream is crossed and, after some detouring, the foot of the pass is reached, and a long climb brings one to the summit of the Kalidhar range.

The view from the pass is limited and disappointing. A long winding descent of 3 miles, brings one to the tiny camping plain known as Choki Chora. For further description see Chapter V, reverse way.

Route 3.—Srinagar to Jammu, via Shupiyan, Goolabghur Pass and Riassi.

No.	STAGES.		Distance in	REMARKS.
	From	To		
	Stages, Srinagar to Shupiyan ..	...	.	See Chap- ter III or I of VIII.
1	Shupiyan	Mazgam	8	
2	Mazgam	Gogulmarg	10	
3	Gogulmarg	Kindorah	9	Cross Pass 12,530.
4	Kindorah	Dowel	3	
5	Dowel	Angril	4	
6	Angril	Sar	4½	
7	Sar	Sarjeru	9½	
8	Sarjeru	Tooru	4½	
9	Tooru	Arnas	6	
10	Arnas	Sailangar	4	
11	Sailangar	Riassi	8	
12	Riassi	Thandapani	18	
13	Thandapani	Jammu	16	

When travelling by this route, cooly carriage is absolutely necessary from Gogulmarg on. Through coolies should be invariably taken from Mazgam to

Kindorah. For riding, only a *good* hill pony will be of any use, and even then some miles of each march will have to be walked.

1. Shupiyan to Mazgam.—Distance, 8 miles.

A march of 8 miles along a good fair-weather road, crossing the river Veshau, 4 miles short of Mazgam. A perfect view of the Konsa-Nag Peaks (Brama Sakal) is obtained from the road. The stage is prettily situated at the foot of the hills, with a picturesque temple above it. It is advisable to camp a little way from the village, as the noise of dogs, at night, gives one little sleep.

2. Mazgam to Gogulmarg.—Distance, 10 miles.

The path goes up the hill, passing the temple, through fields, until the track from Singra is met with. The road, rideable all the way, follows the side of a nala until the top of a ridge is reached covered with blue pine and silver fir. A magnificent and picturesque view of the Bramasakal Peaks, all over 15,000 ft. as well as of the grandly-wooded Zogi Marg is obtained from here. The path then descends a little, passing some Gujar huts, Koond Kooloo, below which is a charming little marg. Beyond this, the path turns to the left, and contours along the hill, descending to the stream at its foot, through forest and meadow. From this stream, the track slowly rises to Gogulmarg, ascending through a burnt forest, which is a good example of the direful mischief caused by a forest fire. Gogulmarg is a fine meadow 9,000 to 9,500 ft. above sea level. It is open towards the south, but well wooded on both east and west flanks. The scenery is very grand, and a mountain torrent passes through its centre, dashing along over huge boulders. There is ample space for a golf link and a race course. In the summer milk is obtainable from the Gujars; but all other supplies must be brought from Mazgam.

3. Gogulmarg to Kindorah.—Distance, 9 miles.

In this march the Goolabghur Pass is crossed. The ascent from camp is $2\frac{1}{3}$ miles by a fairly easy rideable road. The pass itself is 12,530. There is a grand view from the summit. The road then contours round the side of the Goolabghur Peak, 13,010 ft. The descent for the first three miles is by a precipitous and very trying road, quite unrideable, the track being both bad and stony. Early in the nineteenth century, this path was made for Maharajah Golab Sing, who once passed along this way, and it has not been repaired since then. The path leads on through some fine oak forests to the stream at the foot of the descent. The gradient is then easier along the course of the stream, passing through some pretty glades up to Kindorah. Kindorah is a fair-sized village, where coolies and a few supplies are procurable. The camping ground is on the other side of the village, close to a large rock near the stream. Goolabghur lies on the other side of the river, almost facing Kindorah. The fort is now a heap of ruins. A fine view is obtained of the Moolee Peak, 14,952 feet.

4. Kindorah to Dowel.—Distance, 3 miles.

A short easy march of 3 miles over the hill at the back of Kindorah, through oak forests, leading up with a trying ascent to Dowel. Near the camp are some interesting bee-hives. Dowel is an ordinary village. There is a nice little place for camping by the stream, on the far side of the village, where the road crosses over.

5. Dowel to Angril.—Distance, 4 miles.

A short but very trying march of 4 miles, crossing the Goolabghur stream *en route*. Village very small. Coolies and supplies have to be obtained from Sar or other hamlets.

6. Angril to Sar.—Distance, 4½ miles.

An easy and pretty march of 4½ miles. Half way the corner of the Goolabghur Valley is turned. Sar is a large village. Supplies are abundant.

7. Sar to Sarjeru.—Distance, 9½ miles.

Road not shown on map ; near camp, a pretty modern ziarat is passed. Village large ; supplies plentiful, camp in fields * *

8. Sarjeru to Tooru.—Distance, 4½ miles.

Short march, passing through chir (*P. longifolia*) forests. Village large. Camp in fields below road, near by a spring which issues from a large rock

9. Tooru to Arnas.—Distance, 6 miles.

A march of six miles, crossing the Ans River at Sari. At the junction of the Chenab and Ans Rivers is a picturesque fort in ruins. The camping ground is shaded by peepul trees near the water. The fort of Salar is visible at the foot of the hills. A short cut leads from Salar to Riassi, but State permission has to be obtained to follow this route.

10. Arnas to Sallangar.—Distance, 4 miles .

The road follows the right bank of the Chenab River, passing along a good deal of cliff. Some curious stone gods are passed under a grove of olive trees. Sallangar is a pretty village with paved roads. The camp is under banyan trees, near some mills, in a stream below the village.

11. Sallangar to Riassi.—Distance, 8 miles.

The road passes by chir (pine) and bamboo forests. The Chenab River is crossed by a ferry at Talwars, and

Riassi is about $2\frac{1}{2}$ miles distant. Riassi is described in Chapter VI. Fair goorul shooting is obtained in parts of this route.*

Route 4.—Srinagar to Poonch, via Uri.

1. Srinagar to Baramula.—*Distance, 34 miles.*

After clearing city and suburbs, the road to Gilgit turns to right at $4\frac{3}{4}$ miles. The Gulmarg road turns to left at 8 miles 6 furlongs. Moojgoond village is passed at 10 miles. At $16\frac{1}{2}$ miles are the fine ruins of two old temples, a quarter of a mile apart, at Patan. These are of the same style as Avantipur. Dâk bungalow on left. Dâk stage just beyond village. Palhallan village is passed on right at 19 miles. It lies below a Karewah, with an old split deodar above—a fine land mark. The road to Sopor turns off at 27 miles 1 furlong.

2. Baramula to Uri.—*Distance, 29 miles. See Chapter II (reverse way).*

3. Uri to Haiderabad—*Distance, 8 miles 2 furlongs. Time, walking, 4 hours or more. (This is the "old road," now little used).*

December 1899.—Start 8-30 A.M. The Baramula road is followed back as far as the Maharajah's guest

Alternative from Shupiyan to Gogulmarg.

- (i) Shupiyan to Hanjipoor, 10 miles, good road; River at Arjoon. Hanjipoor is a large village.
- (ii) Hanjipoor to Baramula. Easy march, up village; supplies scarce.
- (iii) Baramula to Gogulmarg. March of 7 miles, rideable most of the way, broken the ridge to the east of Pabirgarh Station.

Alternative from Arnas to Riassi

- (i) Arnas to Kaman. Rough up-and-down march of 6 miles, following the bank of Chenab River.
- (ii) Kaman to Riassi, 8 miles; cross Chenab by rope bridge at Surli Gully. Pass (4,500 ft.), steep descent to Riassi (4,000 ft.).

house. The track then leads off to the right across the fields. The first two miles are fairly easy going. Beyond two miles, the riding road ascends steeply; the foot track follows a level watercourse for half a mile.

9-30 A.M. Milestone 3, good going.

At 3 miles 2 furlongs, the path rises to a little plateau and passes a few houses and a ziarat shaded by some fine trees, including three chenars. The village is called Talawari.

10-7 A.M. Milepost 4, in a steep up-and-down.

10-30 A.M. Milestone 5. A little ahead, is the village of Azibeg, beyond which the path drops steeply to the level of the stream.

10-50 A.M. Milestone 6. The splendid cataract, Nur-i-chamb,* falls into the right bank of the torrent a little further on. The scenery in this gorge is the best on the march. I consider the waterfall worthy of a trip from Uri and back, breakfasting at the fall. If walking, three hours should be allowed, for the ups-and-downs are many and trying. Opposite the fall, the path rises very steeply some 600 ft. and then crosses a small level with a few hamlets.

11-7 A.M. Milestone 7. Beyond this are some steep ups-and-downs and very awkward corners, and soon the cottages of Haiderabad come into view below. The 8th milestone is a long furlong above the village. When halting at Haiderabad alone, I have generally rented a room in a cottage lent for this purpose. Haiderabad lies at the junction of two nala. Looking toward the Pass, Dobah is to the left and Sabhai to the right.

4. **Haiderabad to Aliabad.**—*Distance, 6½ miles.*

Start 1-20 P.M. One first descends and crosses the Sabhai stream at $\frac{1}{2}$ mile. From the bridge to the

* There is an inscription on the rock at the foot of the fall to the right. It covers about the space of the palm of the hand, but is practically worn down and illegible.

summit the distance is $2\frac{1}{2}$ measured miles. The ascent is steep and difficult to ride in places, specially if the path be frozen.

2-45 P.M. Milepost 11. Summit is one furlong ahead. Height of pass, 8,500. A small tree and fakir's hut mark the spot. The view looking back on the Kaj-i-nag peak, 14,445 ft., is very good. Towards the south, are range upon range of hills as far as the eye can see. The great snow and rocky peak E. S. E. is Tutakute 15,524 ft. Ruins of a Hindu temple occupy pass.

4-15 P.M. Reached Aliabad. Camp in a pretty grassy glade. Time, summit to camp, 1 hour 10 minutes. 3 miles good. The distances are—

Uri to Haiderabad	...	... 8	miles.
Haiderabad to Pass	...	.. $3\frac{1}{2}$	"
Pass to Aliabad	...	. 3	"
Total	..	<u>14$\frac{1}{2}$</u>	miles.

5. **Aliabad to Kahuta.**—*Distance, 6 $\frac{1}{2}$ miles.*

The Kahuta bungalow is a nice little house, on a plain high above the river. Above and behind it is a baoli built in 1892, constructed partly of stone belonging to an old temple, the ruin of which abuts on the road, near a chenar and poplar tree.

6. **Kahuta to Poonch.**—*Distance, 9 $\frac{1}{2}$ miles.*

11-20 A.M. Start. A mile ahead, an ancient baoli, or spring, is passed on the right, where one may enjoy a refreshing draught of water.

11-55 A.M. Steep descent to Tachlan Nala, 1 mile 3 furlongs.

12-35 P.M. 6th milestone passed. Sadrun is the big nala on the right. Road follows the bed of the Bitarh River for

3 miles (one hour), passing several fords. It then crosses a deeper ford, ascends and runs over a well-cultivated plain, in the centre of which is the village of Digwali Tirwah. The path beyond drops down into the river bed, fords two arms, then, crossing a third, deep and swift, rises by the left bank to a plain, below which is Poonch, $\frac{1}{2}$ miles by the driving road. A carriage sent by the Rajah generally meets the traveller here. The driving road crosses the parade ground, passing the new fine house built during Captain Goodenough's term of office, with the dak bungalow in the bed of the Bitarh below, then on under the palace, through the gardens to the quarters beyond and above. The direct road leads across the plateau to the left, through the city and bazaar.

For description of Poonch, see Chapter III.

The new road, nearly completed, October 1902, takes a totally different alignment. Starting from Uri, it follows the cart road $1\frac{1}{2}$ miles back to the Namlah bridge. It is then carried up the right bank of the Namlah stream, passing above the great waterfall, which is not visible, then across the Dobah stream and up to the pass by easy gradients, thus avoiding all places previously mentioned.* Leaving the pass, Aliabad is approached by two long zig-zags to the right. The road is then so arranged as to pass the spring and stone, with inscription, previously mentioned ; it is then carried by a well-made path down the left bank of the Aliabad stream (past the village of Hälän) to its junction with the Hillan River, which will be crossed by a fine wooden bridge at the mouth of the Hillan gorge. The left bank of the Bitarh River will then be followed to Poonch. Next to the Jhelum Valley Road, this new road will be one of the easiest from Jammu or Gujarat, to Kashmir.

* By the new road the distances are—*Uri to Pass*, $15\frac{1}{4}$ miles; *Namlah bridge to Pass*, $13\frac{1}{4}$ miles.

Route 5.—Srinagar to Abbottabad, via Chotari Pass and Khagan.

(Authority Captain F. G. Lucas.)

The marches are:—

No.	STAGES.		Distance in miles.	REMARKS
	From	To		
1	Srinagar .	Sopor ..		By boat
2	Sopor .	Kulangam ..	15 $\frac{1}{2}$	1,000 yards beyond Chogul.
3	Kulangam ..	Ludrawan ..	15	
4	Ludrawan ..	Jingam ..	10	Cross Seetalwan Pass 9,900
5	Jingam ..	Doondial ..	10	
6	Doondial ..	Lohat ..	14	
7	Lohat ..	Kiloo ..	6	
8	Kiloo ..	Buruwai ..	12 $\frac{1}{2}$	Cross the Chotari Pass, Bungalows (Jotari-map).
9	Buruwai ..	Battakund ..	*	Bungalow
10	Battakund ..	Narang ..	8	Bungalow
11	Narang ..	Khagan	9	Bungalow
			14 $\frac{1}{2}$	Bungalow

Khagan to Abbottabad, 78 miles, 6 marches, see Chapter XXI.

2. **Sopor to Kulangam.**—*Distance, 15 $\frac{1}{2}$ miles.*

An easy march on the level. Good camping ground at Kulangam 100 yards from river. Supplies and coolies procurable.

3. **Kulangam to Ludrawan, via Goosh.**—*Distance 15 miles.*

Cross river by ferry two miles above at Wadpura. A very beautiful march as far as Goosh (Gooshi), good road. Beyond Goosh many streams are unbridged; camping ground at ~~edge~~ of village. Supplies and coolies procurable.

4. Ludrawan to Jingam.—Distance, 10 miles.

Road leads over Seetalwan Pass, 9,900 ft. by a steep ascent from the Ludrawan side. Road fair throughout; a delightful march after crossing pass. Excellent camping ground, water, etc. No supplies or coolies. Jingam consists of a few Gujar huts; elevation 7,100 ft.

5. Jingam to Doondial.—Distance, 10 miles.

An indifferent path, and much crossing and re-crossing nala. Good camping ground on the left bank of the Kishengunga River over which is a very good rope bridge. Coolies up to about 25 obtainable. No supplies, good water: Doondial elevation, 5,250 ft.

6. Doondial to Lohat, via Dwarian.—Distance, 14 miles.

Fair path to Dwarian, about 8 miles, but with steep ascents and descents of several hundred feet. From Dwarian the upper path is followed to Lohat. It is steep and narrow, and a nervous person would not like one or two places. A tiring march. Coolies and supplies obtainable at both Dwarian and Lohat. Camp on roof of house. Lumbadar disobliging.

7. Lohat to Kiloo.—Distance, 6 miles.

Path easy, camping ground fair, water good, wood extremely scarce, no supplies or coolies.

8. Kiloo to Reward.—Distance, 10 miles; or Buruwai—Distance, 12½ miles.

The Chotari Pass is crossed in this march. Steep ascent and descent, specially on Buruwai side. In

May steps had to be cut for coolies ; the passage occupied the whole day, and eleven men were snow-blinded. There is a P. W. D. rest-house at Buruwai. One room and one bath-room practically unfurnished ; supplies extremely scanty and coolies scarce. Neither coolies nor supplies can be counted on. Permission to use the rest-houses in Khagan should be previously obtained from the Executive Engineer, Abbottabad.

9. **Buruwai to Battakund.**—*Distance, 8 miles.*

Good road. Bungalow well furnished. Supplies and transport obtained in moderation. A nice place to halt at.

10. **Battakund to Narang.**—*Distance, 9 miles.*

Good road. Bungalow badly situated. Narang, 8,275 ft., is the highest village in the Khagan Valley ; a food dépôt for Gujar herdsmen. The Saiful Malik Lake, 11,600 ft., is $4\frac{1}{2}$ miles east of the road at the ninth mile. Sahock is passed at the fourth mile.

11. **Narang to Khagan.**—*Distance, 14 miles.*

Good road. The remaining six marches, **Khagan to Abbottabad**, 78 miles, are referred to in Chapter XXI, under heading Chilas.

Travellers marching this route from Kashmir should take with them a bheestie and sweeper, and if the passes are under snow, protection for coolies' eyes. Ordinary supplies—goats, sheep, fowls, etc., can be obtained for coolies and servants. Europeans should take everything with them, flour, rice, salt, etc.

Avalanches are frequent in the spring, and stones are continually falling.

**Route 6.—Srinagar to Domel, Jhelum Valley
road by Sopor, Neschau Pass and Kishengunga
Valley.**

(Authority De Bourbel.)

No.	STAGES		Altitude.	Intervening villages and Stages.	Marches in miles	REMARKS
	From	To				
1	Srinagar ..	Sopor ..	5,185	....	...	By boat.
2	Sopor ..	Chogul ..	5,185	Wadpura / Warpura ..	15 4 m	Excellent road left bank of River Fohra.
3	Chogul ..	Shalura	5,300	Pangam	10 m	Up Kamil Valley left bank old Fort, Shop.
4	Shalura ..	Drungiar	..	Pass 10,400 Hajinur	12 5 m	Kamil bridge. Up Pullai ravine. Neschau Galli down Karna Valley to Titwal, Small Fort.
5	Drungiar	Tungta or Kurna	..	....	14	Karna bridge. Tehni ; small Fort
6	Tungta or Kurna	Panjhot ..	3,250	Titwal ..	6 m	Down Kishengunga Valley left bank.
7	Panjhot ..	Partan ..	..	....	12	Small village.
8	Partan ..	Dunna ..	..	....	10	Long descent from Dunna to the Kishengunga River.
9	Dunna ..	Nura Seri	2,750	....	10	....
10	Nura Seri	Mozufferabad.	2,450	....	11	Town Bazaar.
11	Mozufferabad	Domel ..	2,225	....	13	Head - Quarter of a very large district. Here join Jhelum Valley road.

CHAPTER IX.

THE VALE OF KASHMIR—THE RIVER JHEJUM—
BRIDGES—ROPE BRIDGES—DESTRUCTION BY FLOODS—
SIDE VALLEYS—MARGS—PASSES INTO VALLEY—BOATS
—LAKES—SPRINGS—KAREWAHS—KASHMIR ONCE
A LAKE—CLIMATE—HEALTH—ENGLISH TROUT—
TEMPERATURE—RAINFALL—PRODUCTIONS:—SILK,
HONEY, FOOD, FRUIT, MEDICINAL PLANTS—TREES—
MINERALS—INHABITANTS—DRESS—LANGUAGE.—
INDUSTRIES—HISTORY OF KASHMIR—RELIGION—
ANTIQUITIES—LITERATURE.

Having, at length, arrived at Srinagar, the capital of Kashmir proper, before describing in detail the Vale, and all that adjoins, a brief account of the general and physical history of the country seems called for.

The Vale.—If one looks at the map of Jammu and Kashmir (to paraphrase Mr. Lawrence), and if one divides this map into four quarters, one sees (N) above the centre line, running N.W. and S.E., but chiefly in the N.W. quarter, an irregular light coloured patch, surrounded by a darker outline of mountains. This is the Valley of Kashmir, properly called Kásmir, that Elysium Vale, whose fame and delights have been depicted by Tom Moore, in a way that has, no doubt, influenced the desire of so many to see it.

"Here maddens are sighing, and fragrant their sigh
As the flower of the Amra just oped by the bee,
And precious their tears as that rain from the sky,
Which turns into pearls as it falls in the sea;
O ! think what the kiss and smile must be worth,
When the sigh and the tear are so perfect in bliss,
And own, if there be an Elysium on earth
It is this, it is this."

LALLA ROOKH.

The Valley of Kashmir, according to Mr. Lyddeker, is distinctly basin-shaped; in length 84 miles, and in width 20—25. The lowest point in the vale has an elevation of 5,200 ft., and the mean elevation is 5,600. The lowest pass, the Banihal, 9,236 ft. (in the Southern boundary), is 3,000 ft. above the level of the Valley.

Boundaries.—The valley is enclosed on every side by mountains. The Pir Panjal Range forms the Southern boundary, its highest peaks, Tutakute and Konsa-Nag, rising to over 15,000 ft.; on the North side, Mount Haramukh, 16,900 ft., towers supreme. To the West the mountains of Khagan and Shamshibri form a snowy barrier; and eastward the vale is closed in by the grand mountains overlooking the Wardwan Valley and Kishtwar. Within the vale, the lower slopes of the Pir Panjal are clothed with forests of dark pine. When winter throws its snowy mantle over these mountains, the view of the valley and its surroundings is a glorious one.

The Jhelum.—The vale is traversed East and West, Islamabad to Baramula, by the river Jhelum, which flows through a plain of low recent alluvium. It appears level to the eye, having, in the first thirty miles, a fall of 165 feet, but only of 55 feet in the lowe tour and twenty miles. The course of the river is very irregular, owing to its immense curves. The fairly direct cart road, Islamabad (Kanbal) to Baramula, is 68 measured miles. The water-way road is given by Mr. Lawrence as 102 miles.

Bridges.—In its course through the valley, the Jhelum is crossed by 14 bridges, which are named as follows:—

No.	Name.	Locality.
1	Kanbal	... Islamabad.
2	Bijbehara	
3	Sangam	.. The best timbered wooden bridge in the valley. The new cart road crosses here.

No.	Name.	Locality.
4	Pampore	Old and shaky.
5 to 11	In the city limits.	7 in all
12	Sumbal	For Gilgit road.
13	Sopor	For Lolab valley.
14	Baramula.	
15	Domel	Temporary suspension bridge outside valley.
16	Kohala	Iron girder bridge.

And boat ferries lower down, as far as Jhelum in British Territory.

Rope Bridges.—

- (a) Rampore.
- (b) Chakoti.
- (c) Uri
- (d) Hatian and Ghari.

Flood.—In the great flood of 1893, with the exception of the Ameera Kadal, 1st city bridge, Sumbal, Sopor, and Baramula, every bridge was swept away and destroyed, including the costly £60,000 structure at Domel and Kohala. Out of the seven bridges which spanned the river in the city, six have been rebuilt in the old style. The first bridge has been reconstructed of stone and wood, on modern principles. It is also (the only one) provided at the northern end with a drawbridge put in specially for the passage of the Royal barge during floods.

Feeders, Jhelum River.—Its chief feeders are—on the *left* bank, the Veshau (near Marham) rising in the Konsa-Nag Lake, Pir Panjal ; the Ramchu at Kákápur ; the Dudhganga below the city ; the Ningal above Sopor; on the *right* bank, the Liddar below Kanbal ; the Sind at Shadipur ; the Pohru at Doabgam below Sopor.

Side Valleys.—The chief are, North side, the Liddar and Sind ; North-East, the Erin and Bandipura ; due West is the well-known Lolab Valley, hidden by a low range of mountains intervening.

Margs.—Under the higher mountains are several beautiful grassy margs or meadows. The best known are : South, Gulmarg, and Yusu Maidan, South-West. This latter is situated above the lake known as Nil Nag itself, only 21 miles distant from Srinagar. It is the finest and most extensive of the Kashmir Margs. To the North is Sonimarg, four marches up the Sind Valley ; and West overlooking the Woolar Lake is Nag Marg. From May to September, these meadows afford splendid pasture to herds of cows, buffaloes, and ponies.

Passes —The valley is entered by numerous passes, mostly by the South and South-East. The principal are here given :—

Situation.	Name	Height.	From whence.
1 S.-W.	Haji Pir	8,500	Poonch for Uri,
2 S.-W. ...	Baramula	5,525	Rawal Pindi and Abbottabad.
3 S.	Ferozepur	12,560	Poonch, Gujrat, Jammu.
4 S. .	Nilkhant	11,930	Poonch, West of Ferozepur pass.
4a S. ..	Gazan Pass	9,135	Poonch (the lowest pass in the Pir Panjal).
5 S	Toshi Maidan	10,560	Poonch, East of Ferozepur pass.
6 S	Pir Panjal	11,400	Gujrat and Bimbet,
6a S.	Chittapuri	14,450	Gujrat (the highest pass in Pir Panjal).
6b S. ..	Chhoti Galli	14,090	Ditto.
7 S. ..	Budil	14,120	Riasi and Rajaori.
8 S.-S.E. .	Goolabghur	12,530	Riasi and Jammu.
8a S.-S.E. .	Kosha-Nag	13,250	Riasi and Jammu.
9 S.-E. ..	Mohu	10,790	Ramn and Jammu.
10 S.-E. ..	Banhal	9,836	Jammu.
11 E.-S.-E. ..	Marbal	12,560	Kishtwar.
12 E. ..	Sinhan	12,460	New direct road to Kishtwar.
14 E. ...	Hoksur	13,315	Kishtwar.
15 E. ...	Margam	13,600	Wardwan.

Situation	Name	Height	From whence.
26 N.-E. 17 Do Do	Zojila Rajdiangan Beyond are the Kamri and Bur- sat passes both over	11,300 11,900	Leh. Gilgit, Gujals.
18 N.-W	Nachian ka Galli	13,000 10,000 about	Skardu. Mozufferabad by Pitwal.

These different passes are noted on more fully in the text.

Boats.—In Chapter II mention has been made of houseboats. One might add here a warning to visitors to look to the condition of the houseboat before engaging one. Some are very old, heavy, and partly water-logged, which causes an unpleasant smell. Some leak, when facing a breeze and little breakers in the lake. In October 1901, the boat I was using, sprang a leak in middle of the Woolar Lake and was nearly sinking, the leaks being stopped with difficulty. As a dwelling boat for Europeans, the day of the ordinary Doonga is almost over. Still two or more are generally attached to each houseboat for kitchen and servants' quarters. A few sailing and rowing boats belonging to Europeans are seen on the river and lakes. The Revd. Tynedale-Biscoe trains his boys regularly in both European and native boats. The "Singara," the first sailing boat built in Kashmir in the early seventies, once belonged to me. It has long since been broken up. The Woolar Lake, when in flood, is a grand piece of water, and, with a good breeze, a fine run can be made from Bawali to Sopor. The Kashmiri boatman is unaccustomed to sailing, and is apt to become terrified when, before a stiff breeze, one is running almost gunwale under. The two steam launches on the river belongs to H. H. the Mahrajah and Raja Sir Amar Singh. There

is now an oil launch in the valley belonging to Major B., the first of its kind.

Lakes.—In the valley itself are three lakes : the Dal, or city lake, overlooked by palaces and gardens, where love scenes are depicted by Tom Moore ; the Manasbal, small, but picturesque, situated on the right bank of the Jhelum, below Sumbal ; the Woolar, a real lake, and described in Chapter II. One may also include Nil-Nag, 21 miles distant from Srinagar, S., on the slopes of the Pir Panjal. The other chief lakes near valley are, Konsa-Nag under the shadow of the peaks of the same name, in the Panjal, five to six marches out, *via* Shupiyan. This lake is one of the sources of the Jhelum. Gungabal, 11,500 under the shoulder of Haramukh. There are many minor ones, some of which are mentioned hereafter.

Springs.—The fresh water springs are numerous, the most well known being Vernag, Achebal, Bawan, Kokar Nag and Chashma Shahi. Westwards, Lolab way, near the Kamil River, is a spring at Tregam, the temperature of which, in the hottest weather, is 56° F.

Warm mineral springs, impregnated with sulphuretted hydrogen and sulphides, are found at Weean, near Pampore, about 8 miles east of city, and at Islamabad town, and elsewhere.

Karewahs.—On either side of the valley, projecting into it from the lowest hills, are many alluvial tablelands called locally karewahs.

They vary in height from one to three hundred feet or more. They are intersected by ravines, formed by the cutting action of water. The principal of these table-lands are, North ; that above Islamabad on which stands Martand ; Pampore, and on the South Khanpur, Zynapur, and Nanagar. Their position and geological structure confirm the generally admitted opinion that, in byegone ages, the vale of Kashmir was a mountain lake of vast size, in the heart of the mountains. The

formation, and the gradual uncovering of these table-lands, is described by General A. Cunningham.*

"The rocky cliffs below Tattamoola, and about 16 miles below Baramula, rise almost perpendicularly from the river (Jhelum) to a height of 300 and 400 feet, and in some places that I noticed, the bare steep cliffs were not less than 800 feet above the stream. As the height of the Behut (Jhelum) near Tattamoola is about 5,000 feet above the sea, the whole of Kashmir must have been submerged by the waters of the river before the wearing down of these cliffs. The level of the Kashmirian lake would have been about 5,800 feet above the sea, and from 50 to 100 feet above the karewahs or isolated alluvial flats now remaining in Kashmir..... The high level land of Martand was probably not submerged, but the horizontal beach-marks are still quite distinct on the limestone cliffs above the Cave of Bhaumájo and the Holy Spring of Bawun. Above Ranjoo-ke-serai, on the Shupiyan River, the karewah forms a bank about 100 feet in height, in horizontal strata of different kinds. The uppermost 20 feet are composed of stiff alluvial soil; the next 20 feet, of rolled stones and loose earth; and the lowermost 60, of indurated blue clay. The last must have been deposited by the lake in its state of quiescence; but the middle stratum could only have been formed by the first grand-rush of waters, on some sudden burst of the rocky barrier below Tattamoola, and the uppermost would have been deposited by the subsiding waters as they reached the newly-formed level. Then, as the rocky bed was gradually worn down, the different streams worked new channels for themselves in the former bed of the lake, until the present karewahs of Nanagar, Pampore, and Kánihpur (Khánpur), were left, first as islands in the decreasing lake, and eventually as long, flat-topped hills in the midst of the open plain, just as we now see

* *Vide Cunningham's "Ladak," p. 214.*

them." A few of these karewahs rise more than 1,500 feet above the plain. On the summit of some there is lacustrine clay, in which are imbedded fresh water fossils.

Climate.—Kashmir, from its greater elevation, is much cooler than the plains of India. In latitude, it corresponds with Peshawar, Baghdad and Damascus in Asia, with Fez in Morocco, and South Carolina in America. The climate at the lower levels of the valley resembles that of the south of Europe; while that of the surrounding mountains is more like Norway and Lapland. As a health-resort the province, excluding Srinagar, has no rival anywhere near to Hindustan; its climate is admirably adapted to the European constitution, and, in consequence of the varied range of temperature, and the facility of moving about, the visitor is enabled with ease to select places at elevations most congenial to him. Indeed, to those requiring a change from the plains of India on account of ill-health, a few months' residence in Kashmir will be found almost as beneficial as a trip to Europe. A popular idea exists that the halo of the vale exerts a beneficial influence on disorders of the female system, and that deferred hopes of maternity have been fully realized by a few months' sojourn in the Happy Valley. There is no doubt that women leading active lives, living much in the open air, marching about, taking daily exercise in a bracing climate help themselves to health; and so give support to a supposition which is, at least, harmless; and which, in the present day of modern ideas, needs encouragement.

Temperature.—The hottest months are July, August, and the greater part of September, during which the temperature in the shade, at noon, varies from 85° to 90°, and occasionally to 95° at Srinagar, which is probably the hottest place in the valley; the air is then often close and oppressive, especially for a day.

or two before a fall of rain, which is usually accompanied by heavy thunder and the most vivid lightning. The coldest months are January and February, when, for several weeks, the average minimum-temperature is about 15 degrees below freezing. Ice invariably covers the surface of the lakes to a considerable distance from the banks. About once in seven years the Jhelum itself is frozen over at Srinagar. During the winter of 1887 the Dal Lake was frozen over, the ice being quite four inches thick, and a few of the Europeans residing in the valley for some days skated for many miles on its surface.

To the visitor looking forward to a bracing climate, Srinagar will be found close and relaxing from about the 10th of June to the 20th September, and my advice to all is, avoid it at such times. Even in a house, and, of course, much more so in a tent, the air will be found oppressive and often stifling in the Munshi Bagh —surrounded on one side as it is by low rocky hills, which radiate and seem to intensify the heat. Though hot, June is usually finer than July. As September advances, the evening air begins to have a bracing feeling. The mosquito (whose torments last from about May 15th to September 20th) departs. By the 15th October the climate is simply delicious; a fire is a luxury in the evening, and the beautiful soft and autumn tints on the trees have arrived at perfection.

The rainfall, of course, varies here as elsewhere. During many summers in Srinagar it is only 4 inches, between May and October, and seldom exceeds twelve inches. The total yearly average in the valley is under 30 inches. The surrounding mountains are subject to the periodical rainy season which exists in the rest of the Himalayas.

Frequent and sudden storms of rain and hail occur in the valley about the end of March and beginning of April, and showers are numerous in May; in June and September heavy falls of rain are common, and occasional

showers occur in July and August. The first fall of snow upon the mountains usually occurs about the beginning of October, but it is slight and soon melts; the heavy fall begins, both on the mountains and in the plains, about the middle of December, and then remains until the end of April, after which it disappears, except from the crests and peaks of the higher mountains and the deep and secluded gorges on their northern sides.

In Srinagar itself snow falls, and often lies for several weeks to a depth of half to two feet.

Productions.—The natural productions of Kashmir are numerous. Of animals, ponies are much in evidence everywhere, specially a small hardy breed.

Ponies which graze largely in marshy land, and in the marshes, feeding principally on aquatic plants. Herds of ponies are met with on every Marg, some at very high elevations. Yarkundies, great weight carriers, powerful but slow, and wonderful climbers, are annually imported. In each autumn, a good selection can be seen and purchased at the Yarkund Serai, near the 7th bridge. Yaks brought down from Ladak, are occasionally seen at Srinagar.

Cows.—In Kashmir, a country under Hindu rule, the cow is considered sacred, and killing it is a crime. Years ago, imprisonment for life or perpetual banishment to Gilgit, was the punishment. In 1889 there were several floggings in the Jammu Jail but kinder views now prevail, and only short terms of punishment are given. No beef is therefore procurable within the limits of Jammu or Kashmir territories.

Honey.—Bees are carefully housed in most villages. "The hive generally consists of two large concave plates made of clay let into the wall of the house; and in the outer plate there is a small hole, through which the bees enter. In October, the inner plate is removed and the bees are driven out through the entrance hole, by

fumigating them inside with a small torch of rice straw. Half the honey is left for the bees' winter food." In building or rebuilding a new house (for fires frequently occur even in villages), a convex cavity is always allowed in one wall for the hive. On the south side of the valley, the mud circular hives are often prolonged inside to two or three feet. Much honey is procured in the Lolab, and I have obtained most excellent honey-comb at Shupiyan.

Silk.—In a country covered with mulberry trees, it is natural that silk-worms should thrive. The manufacture of silk was formerly carried out on a large scale by the Durbar; and houses specially built for rearing silk worms were scattered all over the Valley. Owing to disease amongst the worms, and other causes, the silk houses were closed, and, in 1875, only a few remained. When Sir Adelbert Talbot was Resident, the matter was again taken up, and, in 1897, this important industry was once more started by the State, under the auspices of an expert, Mr. C. B. Walton, who has kindly supplied me with the following information:—

"On his arrival in Srinagar, Mr. Walton found that four seers of silk-worm eggs had been imported, to supplement 8 seers of local eggs. These produced 400 maunds of cocoons; the value of the silk, 12 maunds, being Rs. 10,000, say £700.

"In 1898, one and a half maunds of eggs were imported. These produced some 1,200 maunds of cocoons, and silk valued at Rs. 80,000. All the local eggs, some 5 maunds, died from disease. In 1899, 5 maunds were imported from Europe. These produced 4,000 maunds of cocoons, and silk valued at some Rs. 1,10,000. Ten maunds of local eggs were again a total failure.

In 1900, 15 maunds of eggs were imported from Europe, and no local eggs were used. This stock pro-

duced some 9,500 maunds of cocoons. The silk realized was some 600 maunds; and the probable revenue will be about Rs. 4,25,000 against some Rs. 2,90,000 expenditure. For 1901, 20 maunds of silk-worm eggs were used, which have produced some 12,700 maunds of cocoons, roughly valued at some 8 to 10 lakhs."

The above figures speak for themselves. They show to what extent this industry is increasing, and fully justify hopes of further increase in proportion to the money spent. The silk factory, built on the left bank of the Dudhgunga River, about a mile from the first bridge, is now one of the interesting sights of Srinagar. It consists of six splendid buildings, which will give employment to some 3,500 men and boys for nine months in the year. The staff now comprises 4 Europeans (including the Superintendent, Mr. Walton) and 150 natives, with 3,500 hands. In addition, this industry gives work to some 5,500 zemindars (cultivators) for rearing cocoons. These zemindars were paid Rs. 1,91,000 for their work, against Rs. 4,000 in 1898. The rearing operations take about 40 days. Only one of the many old State rearing houses put up in the sixties now remains. They were used for rearing cocoons. Experience gained in France and Italy having proved that rearing large quantities in one place produced disease, Mr. Walton started the separate cottage industry. So long as the mulberry leaf lasts, and the houses are sufficient, there is no limit to the extension of silk production in Kashmir. The revival of silk under such an able expert as Mr. Walton is a matter for congratulation, bringing in as it does large capital from outside to enrich the country, besides giving employment to thousands of poor people.

Poultry.—Besides fowls, ducks and geese are bred everywhere, and large number of ducks are annually exported.

*Fish : * English Trout.*—Mahseer are caught in the Jhelum, and snow trout in hill streams. English trout have been at last introduced into Kashmir, and successfully hatched under the fostering care of Mr. Frank Mitchell, to whom I am much indebted for the following note.

In 1899, when Sir A. Talbot was Resident, an association, called the Kashmir Fishing Club, was formed for the purpose of introducing the Salmon, Fario and other trout into Kashmir. The Duke of Bedford kindly offered to supply the ova for the first experiment, and subscriptions were raised locally to meet the expenses. The experiment failed that year, owing to the ova being shipped in a steamer without a cooling room. But a further shipment of 10,000 ova by the *Caledonia* in 1900 was more successful. His Highness the Maharajah kindly allowed pipes carrying the town water to be laid at State expense to the verandah of Mr. Frank Mitchell's house, where a miniature hatchery was laid out. The ova arrived in Srinagar on 19th December and were at once transferred to the hatching boxes. The hatching began almost immediately, but was not completed until the end of the first week in January, owing to the low temperature of the water. Feeding was commenced on 7th February, and by 26th March, 6,000 healthy fry were safely transferred to the water channel at Panchgam (above the water reservoir), which had been prepared for them at the expense of the Club, by the kind permission of His Highness the Maharajah. On March 27th, a further lot of 10,000 ova arrived, but these ova were not in such good condition, owing, probably, to their having been exposed, though only for a short time, to a high temperature in Bombay, and only 1,800 reached the fry stage. Of these, 1,000 were sent to Panchgam, and 800 were kept in a small tank at Mr. Mitchell's house, where they have been fed regularly up to the present time. In the beginning of October

* See Chapter XXV.

1901, a number of these yearlings perished, owing to the water being unexpectedly cut off during the night. The little fish taken out measured from 3 inches to 6 inches in length and were full, well-shaped fish. Of those at Panchgam it is difficult to say how many have survived, as there are so many stones and weeds in the water; but those to be seen disappearing, as one peeps into the tanks, look well grown and healthy. They have subsisted entirely on the natural food in the water since they were put in in March 1901. The experiment may therefore be looked upon as a genuine success; and the public are indebted to Mr. Frank Mitchell for the personal trouble he has taken to bring this about. A project, which has the approval of the Resident, is now before H. H. the Maharajah in Council, for building a proper hatchery at Panchgam. As the few trout which were imported at Abbottabad in 1896 are known to have bred, there seems no reason why, with proper arrangements, at a comparatively small cost, Kashmir should not be fully stocked in a few years.

Foods.—The soil of the valley is a rich and fertile alluvium. Aided by a moist atmosphere, a warm summer temperature, and a splendid system of irrigation, luxurious crops of cereals and other foods are easily obtained, and at a very cheap rate. Rice is the staple food of the Kashmiri, Indian corn comes next: wheat, barley and oats are also grown.

Every kind of English vegetable and fruit thrives well, specially the strawberry, asparagus, artichoke, seakale, broad beans, scarlet-runner, beetroot, cauliflower, cabbage, Cape gooseberry.

Fruit trees of all kinds are met with all over the valley, wild but bearing fruit, and the cultivated orchards yield pears, apples, peaches, cherries, etc., equal to the best European produce. The apples and pears in the Residency Surgeon's State garden, from trees planted in 1887, can hardly be excelled. Walnuts and apples are largely exported in September and October.

The following indigenous wild plants and bushes bear edible fruit :—

	Remarks.
1 Strawberry	Everywhere about 6,000 feet.
2 Raspberry	Two varieties, one small, the other large. The latter variety grows on the outer and lower slopes of Gulmarg, the fruit being as good as that cultivated at home; also very plentiful between Kralpura and Tragbal.
3 Blackberry	.. As in England.
4 Black currant	.. It met with on the south side of the valley, in hills above Shupian, Gulmarg, Guras Valley between Kansalwan and Guras left bank and elsewhere.
5 Gooseberry	.. The only tree I have seen was a huge shrub in the Dichil nala, beyond Astor. This fruit is now cultivated in the Srinagar gardens as well as at Bhuniar near Rampore J. V. Road.
6 Red currant	.. Mentioned by Mr. Lawrence.

Vigne mentions * as growing near Astor, the gooseberry, currant, barberry, and the edible pine (*P. Gerardiana*)

- 2 Barberry.
- 9 Cherry.
- 10 Hazel nuts.

Wild Rhubarb grows at high elevations, and is a pleasing addition to a sportsman's diet. This plant grows in large quantities at the head of the Erin nala, over 10,000 feet.

Walnuts is also indigenous.

Walnuts are extensively grown at Gupkar and elsewhere. Wine, brandy, and cider is made at the State Distillery, now under the charge of Mr. Peychaud

* Vol. II, page 301.

Red and white wines are procurable at the Distillery, Gupkar, at Rs. 12 to Rs. 14 a dozen.

Hops are cultivated at Doabgam, on the right bank of the Pohru River, above its junction with the Jhelum. Under State management they pay well ; but it is doubtful if they would do so as a private venture. These gardens were started many years ago by Mr. Beck of the Murree Brewery.

Saffron (*Crocus sativus*) is extensively grown at Pam-pur. (See Chapter X.)

Medicinal Plants—The commoner growing wild are : Wormwood, Aloes, Rhubarb, Gentian, Colocynth, Dutura, Witch Hazel. Wild indigo grows in many places, notably the lower outer slopes of Gulmarg. *Cannabis Indica* (Bhang) also flourishes, chiefly on river banks. Kuth (*Saussurea lappa*) is an important product of the valley. According to W. Lawrence, "it grows at high elevations—8 to 9,000 feet. It is most abundant on the mountains at the northern end of the valley—Bandipura, Erin, specially Gurais Valley ; the roots which have a scent like orris, with a slight blend of violet and kusskuss, are extracted in the summer by shepherds and herdsmen. At the end of October 1901, I saw numbers of men bringing in kuth root from the head of the Erin Valley. Their presence in the jungle and the fires they use at night, disturb and drive off game, specially stag. It is exported to India, and brings in a revenue of Rs. 45,000 to the State. In China it is used in joss houses.

Trees.—The principal trees of Kashmir are, the *Cedrus Lebani*, var. *Deodara* ; the *Pinus excelsa* (five needles) or Blue pine; *Pinus longifolia* (3 needles) ; the *Picea morinda*, Himalayan Spruce ; *Abies webbiana* or Silver Fir ; the Yew, Elm, Walnut, Horsechestnut, Maple, Birch, the Willow, and the Chenar or Plane Tree, *Platanus orientalis*. Of these, the Deodar or cedar is the most beautiful, as well as the most profitable. The Plane or Chenar tree is perhaps

the grandest. It affords unrivalled shade. Sir R. Temple draws attention to the Mahomedan plan of planting four Chenars in a square as common throughout Kashmir—a tree being placed at each point of the compass so as to ensure shade at all hours of the day. The chenar attains great girth. Mr. Lawrence gives the measurement of a tree in the Lolab Valley, at 5 feet above the ground, as 63 feet 5 inches. Mr. Vigne gives the measurement of the largest Plane tree he had ever seen as 66 feet in girth, a stream of water flowing underneath it. But this was near Teheran, at the village of Avin under the Elbaruz Mountains. The Elm tree is generally found overshadowing a shrine. It attains great height and girth. It flourishes in the Lolab. Mr. Lawrence gives the measurements of two Elms there as 33 feet 6 inches and 35 feet 1 inch, respectively. Mr. McDonell has given me the measurement of a still larger tree at the village of Dijur, in the Lolab, which has a girth of 43 feet. This Elm is in the enclosure of a shrine (Ziarat), and is probably the largest of its kind in Kashmir. The Walnut is also a good tree for shade, and reaches a girth of over 20 feet in places. The Mistletoe grows on the majority of them. The Maple tree, with red stems to its leaves, forms a striking and pleasant contrast in the dark shades of the evergreen pine forest. It grows at an elevation 7 to 8,500 feet. It is a favorite tree of the flying squirrel. A good moonlight night is the time to shoot them. A servant of mine bagged upwards of ten, on different occasions, in one small tree close to my house in Gulmarg. This animal attracts attention by a squeaking moaning noise or bark. The Maple of Kashmir is of the same class as the Sycamore.* The Poplar is met with everywhere. It is a great roadside tree in Kashmir, and forms avenues in the approaches to all the large towns. It,

* The Sycamore of Europe is *Acer-pseudo platanus* like a plane as to leaves. The Kashmir Maple tree is *Acer cæsium* so it cannot properly be styled Sycamore.

however, spoils many a good view from the high road, and often screens its finer neighbour, the Chestnut. The Poplar avenue, which stretched from the Takhti, Suleiman (Srinagar) towards the first bridge, was planted in 1809 by Ata Mahomed Khan, Governor of Kashmir. The road down the centre was then used as a race-course. This avenue no longer exists. A Poplar at Gutaia was measured by Mr. Lawrence and found to be 127 feet high. The variety known as the Kabul Poplar is a beautiful tree, with leaves somewhat like the Peepul. Its bark is silver-lined and its spread is much greater than the ordinary tree. The golden autumn tints of its leaves are perfect. There are nine grand specimens in the Erin Valley, and a very beautiful grove at the entrance of the plain at Gurais. When comparing the trees one wonders why this graceful Poplar has not been more largely cultivated than the stiff straight tree so common in the valley. The *Pinus longifolia* (3 needled leaf) grows on the mountain, chiefly from 1,000 feet upwards to 4,000 or more. The Birch tree grows only at high elevations, generally above the level of the pine. Its bark is much used for roofing and packing goods. The Horsechestnut is the favorite food of stags in the winter. In descending to Bahramgalla from the Ratten Pir Pass, Vigne notices the Horsechestnut tree and the bark upon its straight stem split into flakes and curled. This is its general condition. The wild Olive flourishes at over 3,000 feet, specially between Chakoti and Uri. The forests of Kashmir and Jammu, at elevation between 2,500 and 3,500, afford numerous varieties of walking sticks. Of these, the most curious and unique is the thorned shrub called Timbe, or Timbur, which would be a valuable curiosity in England. This grows much about Chakoti J. V. and *¹. The Singam nut, or Waterchestnut grows just below the surface of the water under the leaves; and may be obtained by simply

* Zanthoxylum, outer Himalayas from Indus to Bhutan extending to 7,000 feet. Fruit used for toothache and to purify water.

pulling up bunches of the weed by hand when passing in a boat. After maturity, the nut becomes black, hard and spiked and drops to the bottom of the lake. The Woolar Lake is its chief home. The fruit of the root, with its sharp projecting spikes, contains the edible part. The kernel is white. It is ground up into flour, or parched. The taste is slightly bitter. However much a man may consume he is said never to grow fat. The root is raked up from the bottom of the lake, and the many dark heaps seen around the Woolar are formed of the thrown-away shells of the Singara.

Grass — This is mentioned to warn the visitor against the poisonous variety called by Mr. Lawrence, *Stipa sibirica*, known as Kunwi, which produces an intoxicating effect on horses and cattle and often proves fatal. This grass grows in large quantities on the outer and lower slopes of Gulmarg. The cattle of the country do not touch it, and, probably, imported animals, when grazing, would avoid it. Visitors' horses have been poisoned by this grass being mixed up in a bundle with other grasses by grasscutters, who are ignorant of its deleterious qualities.

Minerals.— According to Mr Lyddeker, the Kashmir Himalaya is not likely to be an important producer of precious metals. In the Padar country, S.E., between Badrawar and Kishtwar, sapphires have been discovered. But the pocket, from which many lacs worth of stones were removed, was soon worked out. The farmer's reluctance and dislike of the native to disclose the position of ore or metals, owing to forced labour and the presence of a large number of officials, can hardly be said to exist in the present day, forced labour having been abolished. But the dislike of the ~~Kashmiri~~ ~~people~~ ~~to anything that is new~~ still exists. If minerals are in the future discovered, they will have probably to be exploited by foreign labour. Even the Jhelum Valley cart road was largely constructed by foreign labour.

Turquoises are imported from Ladakh, and, owing to an increasing European demand, are rising in price.

Gold has been found in small quantities on the Indus, near Gilgit and Chilas.

Iron has been worked at Harwan (Sopor), Sof, near Islamabadi and Pampore way.

Sulphur comes from Puja in Ladakh.

Copper is said to exist at Aishmakam in the Liddar Valley.

Salt.—This essential condiment is imported from the Punjab.

The minerals and metals of the country of Jammu are more promising. A company is being formed to which concession for mining have been granted by the Durbar. The prospects of coal are most encouraging, as well as the possibilities for the most precious of metals.

Inhabitants.—The inhabitants are mostly Mahomedans of the Suni sect, with a fair sprinkling of Shias. The Hindus are much in the minority. They reside chiefly in Srinagar and other large towns. The latest census of 1901 gives the following details :—

JAMMU AND KASHMIR STATE.

Census of 1901.

Country.	Males.	Females.	Total.	REMARKS.
1. Jammu Province *	807,792	713,515	1,521,707	
2. Kashmir Province †	616,887	540,507	1,157,394	
3. Frontier Districts—				
(a) Ladakh District ‡	83,600	82,392	165,992	
(b) Gilgit District §	33,778	27,107	60,885	
TOTALS	1,542,057	1,363,521	2,905,578	

* Includes Jammu city : 22,221 males 23,909 females.

† Includes Srinagar city : 65,542 males, 57,076 females.

‡ Includes Skardu District : 50,350 males, 49,390 females.

§ Excluding British troops.

Numerous sacred Mahomedan shrines or ziarats are scattered over the valley. The chief of them are those of Shah Mirudin at Chrar (S.), Hazratbal (N.-E.) on the Dal Lake, near the Nasim Bagh, and that of Imandin at Bapmarishi below Gulmarg. The Rishis, holy men resembling the monks of Europe, and the fakkeers of India, formed an important class. Many are canonized and their shrines are annually visited by thousands of pilgrims.

The Hindus of Kashmir proper are almost entirely Pundits. They, too, possess sacred places, some of which are known throughout India. The principal are the cave of Amaranath (Liddar Valley), Martund; and the sacred lakes of Gangabal (Sind Valley), Shesha Nag, Liddar Valley, and the springs of Anant Nag and Bawan. Long says of these Pundits, that they are the only living representatives of the past in Kashmir, and that their influence ought to be utilized to a greater extent than it is, because they have a great name for their learning, and, in certain branches, some of them still hold a high position. They are, in general, more robust and manly-looking than those of Bengal, retaining more of the primitive Aryan type of features; they wear the beard, take snuff, but do not smoke,* and, like all Kashmiris, are dirty and very rarely bathe. They share with other Pundits throughout India contempt for the vernaculars, and therefore despise the Kashmiri language; but they differ from most of them in writing in the Persian character, not even knowing the Devanagri. During the long period of Moslem rule they and Sanskrit literature were at a discount, and, hence, not only is their number limited, but their attainments in the latter are in general not profound. Having no regular colleges to foster their ancient literature, the range of their studies was restricted.

Now colleges and schools are kept up by the State at both Jammu and Srinagar. In addition, at Srinagar,

* Many now smoke, Pundits included.

is a large school founded in 1890, run by the Revd. Tynedale-Biscoe, C. M. S., where a sound education is offered to Hindus and Mahomedans alike. Manly sports and exercises are specially encouraged, and include rowing, swimming, boating, gymnastics and carpentering. In Jammu the Scotch Mission have, for many years, in a quiet way, worked a large school with tact and discretion, and in 1900 the Principal, the Revd. Dr. Youngson, was granted a piece of land by H. H. the Maharajah, on which he has been permitted to build a house.

The Kashmiri.—The people of Kashmir are physically a fine race, the men being tall, strong, and stoutly built ; the complexion is usually olive, but sometimes, especially amongst the Hindus, fair and ruddy ; the features are regular and well-shaped,—those of the Mahomedans, however, having a decidedly Jewish caste, and in this resembling the Pathans. They are lively and intelligent, full of fun, and fond of amusement. The men and boys whistle and also sing, being loudly assisted in the latter by the women, the beauty of whom has been long and much extolled. The men are, now at least, by no means brave ; and, upon the whole, the character of the Kashmiri is not an elevated one. Proverbs say of them : “Many fowls in a house will defile it ; many Kashmiris in a country will spoil it.” “If you meet a snake, do not put it to death ; but do not spare a Kashmiri.” “Do not admit a Kashmiri to your friendship, or you will hang a hatchet over your doorway.” Moorcroft^{*} thus describes him :—“Selfish, superstitious, ignorant, subtle, intriguing, dishonest, and false, he has great ingenuity as a mechanic, and a decided genius for manufactures and commerce ; but his transactions are always conducted in a fraudulent spirit, equalled only by the ~~effrontery~~.

* Moorcroft’s “Travels in Kashmir, &c., Vol. II., p. 242.

with which he faces detection." Mr. Moorcroft concludes: "the vices of the Kashmiri are the effects of his political condition, rather than his nature;" and he considers him capable of being transformed into a different creature. More than sixty years have now gone by since this was written. The settlement of Kashmir by Mr. Lawrence, with his abolishment of forced labour, now puts the Kashmiri much on a par with the Punjabi. He is more independent than formerly, a fact which the future visitor may hardly appreciate. But he is still an accomplished liar and bigot; he is still ignorant, dishonest, and intriguing. The long rule of the Afghan has left its mark, and, from Gilgit to Jammu, unnatural vices help to make the Kashmiri a poor creature. Of his general and comparative condition, Mr. Lawrence, who should know him well, writes thus: "If one looks at the purely material condition of the villagers, I should say that the Kashmiri peasant is, in every respect, better off than his fellows in India. He has ample food, sufficient clothing, a comfortable house, and abundance of fuel, and he obtains these without much effort. There is general comfort, but no luxury, and the process of distribution of wealth, by which a country is divided into the very poor and the very rich, has not yet commenced in Kashmir." I would add, considering the severity of its winter, that the Kashmiri represents the survival of the fittest.

On the conquest of Kashmir by the Mogul Emperor Akbar, about 1588, the ancient dress of the people was changed, and the present costumes imposed * upon them. That of the men consists of a pair of very loose drawers, a long and loose shirt resembling the smock-frock of our

* The blouse or smock-frock worn alike by man and woman was deemed a mark of degradation. Kashmiris have a story that the Emperor required, at the brave and prolonged resistance offered by them to his General Qasim Khan, determined to unman and degrade the people of this country, and so he ordered them on pain of death to wear Phantas. Before Akbar's conquest they all wore coats and vests and trousers.

English labourers, and a *pagri* or turban--all of white colour. That of the women is a long shirt, with loose sleeves like the men, of red, blue, green, or white colour, a skull cap surrounded with a fillet of red cloth, and a white *chaddar* or large veil, thrown gracefully over the head and shoulders, more as a protection from the sun than for concealment of the features, which latter custom is confined only to women of the highest class. The Hindu women also wear a white rolled cloth loosely bound round the waist, and many of them are profusely ornamented with elegant earrings nose-rings, anklets, and bracelets, especially the Punditánis--the wives of the Pundits.

Their mode of hair-dressing is peculiar ; it is drawn to the back of the head and finely braided ; the braids are then gathered together, and being mixed with coarse woollen thread, are worked into a very long plait terminated by a thick tassel, which reaches almost down to the ankles : it is highly suggestive of the Chinese pigtail, but it is far more graceful. Up to marriage these plaits are separate : but, after marriage, they are gathered together, and fastened with a heavy tassel. The summer clothes are usually made of cotton, but those for winter wear, are of a thick woollen material. In the cold weather, every Kashmiri, male and female, carries a *kángri*, which is a small earthen basin, somewhat like the charcoal-burner of Italy, about six inches in diameter, enclosed in a neat basket of wicker-work, and filled with live charcoal ; some of them are exceedingly pretty, being tastefully ornamented with rings and painted in brilliant colours. They are applied next the skin to give warmth to the front of the body, and burns from them are very common--few grown-up persons, indeed, being free from many scars on thighs, legs, or abdomen. The superficial form of cancer, known as Epitheloma is a very common disease in Kashmir, and it frequently develops in the scars formed by the *kángri*. Mr. Lawrence mentions some interesting differences in dress

and habits, which distinguish the Musalman from the Pundit in Kashmir. The Pundit wears the tuck of his turban on the right, the Musalman on the left. The Pundit fastens his gown to the left, the Musalman to the right. The Pundit wears long narrow sleeves, the Musalman short and full. - The Pundit mounts his horse from the near side, the Musalman from the off.

Language.—Their language is peculiar, and at first quite unintelligible to the visitor, from its being so unlike those he is accustomed to in the plains of India. It is a prakrit of the Sanskrit, as Italian is of the Latin. Vigne states that out of 100 words 40 will be Persian, 25 Sanskrit, 15 Hindústani, 10 Arabic, and the remainder Tibetan, or of other adjacent countries.

Industries.—Kashmir was and is celebrated for certain productions, which find a good market, even in Europe. Of these, the shawl was the principal industry at one time. The shawls are made from *pushm*, the undercoat of the fleece of the goat. Their manufacture dates back from the Emperor Babar. According to Mr. Lawrence they were first brought to Europe by the Emperor Napoleon the Great. They then fetched high prices varying from Rs. 150 to Rs. 1,500. Large numbers were exported to Europe, the French being the chief purchasers. The death-blow of the shawl industry commenced at the Franco-German War of 1870 and was completed by the famine of 1877-9, when thousands of shawl weavers died and numbers migrated. The value of a shawl depends much on the work, which is all done by hand, some shawls taking months, and even years, to finish. In 1875, when I first visited Kashmir, they were still in much demand, and nearly every visitor took away a small shawl of sorts. Now the shawl is out of date. Still the "caprice" of fashion may again turn in its favour.

Pu'too, a coarse cloth like homespun, is largely manufactured, and is much worn by Europeans in the Valley.

If the Kashmir shawl is dead, the Kashnair carpet has taken its place, and the demand for it is now very great, both in Europe and America. This industry is worked by European firms, which turn out carpets considered to be superior to those made by natives, both in colour and in design. The principal firms are those of H. Dauvergne & Co. (Mitchell), The Kashmir Manufacturing Co. (Hadow), Baines & Co. All their factories are worthy of a visit and they give permanent employment to thousands of Kashmires.

Papier Maché.—The papier maché of olden days was made from the pulp of paper. With the exception of *kalamdans* (pen boxes) and perhaps trays, all the outturn now is of wood, on which the painting is wonderfully good, specially on the tables. The demand is much less than formerly and the work has degenerated.

Carving.—Wood carving has, to a certain extent, supplanted papier maché. At first the carving was superficial. Now the most perfect deep carving in wood is turned out. The leaf work, in bold relief on some walnut tables, is very fine. The Kashmiri worker adapts himself to the visitor's wishes and, given a copy carries out most cleverly any design put before him. An immense trade in carved walnut wood is done in tables, sideboards, over-mantels and bellows. These latter, fitted with long carved handles, are as useful as they are ornamental.

Good leather work is turned out—chiefly *hiltas*, or baskets covered with leather, *sheathes*, portmanteaus, bottle and gun covers, straps. Baskets, basket chairs and tables are much in requisition for camp use.

Kashmiri carpenters are very clever, and only require a pattern, or a design to turn out any article of furniture.

either in deodar or walnut. The ceilings (khatambands) and wall panellings of Kashmir are wonderfully effective.

Blacksmiths are possessed of extraordinary skill, and they seem able to execute any order—from a delicate hospital instrument to a gun or a rifle. They repair, replace, or alter, any part of a gun or rifle, though the permanency of such work is not to be entirely relied on. Their gun and rifle stocks, cleaning rods, etc., are wonderfully good.

Silver Work.—The designs of the Kashmiri are varied and handsome, and the visitor rarely leaves a shop without becoming a purchaser.

Copper Work.—This is equally effective and well finished. A large trade is done in trays, which are admirably adopted to electro-plating. Exquisite tables of carved walnut, fitted with carved copper trays as a centre-piece, are sold in large numbers to visitors. Copper enamel work is still carried on and has immensely improved of late years.

Precious Stones.—Sapphires are a State monopoly. Jade from Ladak is formed into drinking cups and ornaments. Turquoises are now very much in demand, and are not procurable so freely as formerly.

Furriers.—The sale of horns is now stopped, and the trade in skins, owing to a wise restriction, is on a small scale. The skins chiefly offered are the fox, otter, wild cat, jackal, panther and snow leopards. The pine marten is rare. The price of snow leopards has risen from Rs. 20 to Rs. 25 and 50.

Government.—Kashmir is ruled over by His Highness Maharajah Pertab Singh, *G.C.S.I., born 23rd May 1850. He succeeded to the throne on the death of his father, Maharajah Runbir Singh, in September 1885. Runbir Singh was the son of the late Maharajah Golab

Singh, to whom Kashmir was transferred by the British Government in March 1846.

Revenue.—The State income is now about 70 lakhs of rupees, a sum represented by about £466,000. The revenue is derived chiefly from land, forests, and customs. The Forest Department, organized by an Imperial Service Officer, 1891, brings in a large revenue, viz., about nine lakhs against an expenditure of three lakhs. The general expenditure nearly equals the income, owing to large sums required for roads, buildings and other public works. The Jhelum Valley road has absorbed enormous sums of money.

History of Kashmir.—Kashmir has been a place of celebrity from the earliest times, and there are historians who carry its history back to the Creation, one of them affirming that it was visited by Adam after the Fall. Moses is said to have died there, and the descendants of Seth are stated to have reigned over it for 1,100 years. The period of the Deluge is indicated by the legend regarding the dessication of the valley by the divine sage Kashuf or Kusyapa. Solomon is said to have visited it, and to have introduced the worship of the One God, which long continued the prevailing faith; but it was succeeded by idolatry, which, with one or two intervals of Buddhism, prevailed until about the beginning of the 14th century.

It appears to have been usually governed by its Native Kings; but from about 150 to 100 B.C. it was ruled by Tartar Princes; and about 1015 A.D. Mahmud of Ghuzni took possession of it, and held it and the surrounding mountains for some time. In 1305, again, it was invaded from Tibet, the Hindoo King Sena Deva fled the country, forfeited his throne, and was succeeded by Ranjpoee, son of Yashan, King of Tibet, who is said to have been converted to Islam, and to have assumed the name of Sadarudin. On the death of his widow Koterdevi, his minister, Shah Mir, ascended the throne

under the name of Shumshúdin (1341), and he is usually considered the first Mahomedan King of Kashmir, the alleged conversion of Ranjpoec being disputed by the Hindoos. The names of his descendants and successors are Jamshed and Ullahúdín, his sons; and Shahábdín, his grandson (1356), who was one of the most fanatical of Moslems. Kutabudin, brother of the latter, was the father of Sikunder, surnamed Butshikan, one of the most famous iconoclasts of history, and by whom many of the ancient temples in Kashmir were either mutilated or destroyed. Zinulabud'n or Badshah, the Great King (1423), who reigned fifty-three years, was a poet, artist, and sportsman—an encourager of architecture, literature, and the arts; he introduced weaving, papermaking, glass-making, book-binding, and the celebrated papier-maché work, and his name is still a household word throughout the valley. Mahomed Shah, his great-grandson, succeeded him in 1487, but his title to the throne was disputed by his uncle, Futteh Shah, and civil strife of many years' duration was the consequence. In 1536, Kaji, a member of the Chák family—whose tombs are numerous in and around Srinagar—taking advantage of these intestine struggles, seized the throne, and although he permitted the sons of Mahomed Shah to retain their dignity and to coin in their own names, he still remained the actual ruler of the country. He signally defeated the army of Mirza Kamran, brought to terms an army of Kashgarris, which, under Syed Khan and Mirza Hyder, had invaded Kashmir, and penetrated as far as the Lar Pergunnah, in the Sind Valley (1537), and successfully resisted the armies of the Emperor Humayun. In 1540, however, he was at length defeated by Mirza Hyder, the foster-brother of that Emperor, and who then became the Governor of the province; but an insurrection shortly afterwards occurred, in which he was defeated and slain. The Chák family then returned to power and occupied the throne. Ghazi Khan began to reign in 1556, and he repelled the successive invasions

of the Moguls, Tartars, Kashgarris, Turks, and other enemies—Yusaf Shah in 1580, and Yakub Khán, his son, in 1585. After a brave and prolonged resistance, the latter was eventually defeated by Kashim Khán, the Admiral of the Emperor Akbar, who then (1587) finally annexed the province to the Mogul Empire. From that time until now it has always formed an appanage of some neighbouring State, and its affairs have been administered by a Subadar or Governor appointed therefrom.

It remained a portion of the Mogul Empire from 1587 to 1753, during which period (166 years) it was the frequent summer retreat of the Kings of Delhi. Akbar visited it after its conquest in 1588, and also in 1592 and 1599; Jehangir and the lovely Noormehal visited it thirteen years successively, and death overtook him at Bahramgalla while on his way thither; his illustrious grandson, Sháh Jehan and Aurangzebe, visited it once. The Mogul Emperors have left their traces in the large *serais* or inns, which are built at frequent intervals along the Bhimber and Pir Panjal road, and in the numerous though ruined gardens, groves, baths, and palaces which still adorn the valley. The Mogul Governors, as has been customary with the Ancient Kings of Kashmir, used to reside for six months out of the Valley, on account of the cold; Ali Mardán Khán, the most magnificent of them, did the same, and the expenses of each of his trips are said to have exceeded a lakh of rupees, or £10,000 sterling; from which it may be inferred that the country was far richer than at the present time.

The invasion of Nádir Shah in 1739, and his capture, massacre, and sacking of Delhi, precipitated the fall of the already tottering Mogul Empire. The Governors of some of its provinces, particularly its more distant ones, began to relax in their allegiance and dream of establishing themselves as independent princes. Such was the case in Kashmir, where, in 1740, the Governor Abdúl Barkat, a native chief, defied the imperial authority, and continued to govern the province in his own name.

On the accession of the Emperor Ahmed Shah in 1752, however, a new Mogul Governor was sent there, but being opposed by Abdúl Kásim, son of the abovenamed Abdul Barkat, he sought the aid of Nádir Shah's successor, Ahmed Shah Abdali, who, in 1753, despatched a force under Abdúlla Khán to assist him. The latter, however, seized the country, annexed it to the Douráni Empire, which already included the provinces of Pesha-war, Lahore, and Mooltán, and, after having plundered it to the extent of about a crore of rupees—a million sterling—he returned to Lahore to lay his spoils at his master's feet, leaving the Rajah Sookh Jewan as his deputy. It remained a portion of this empire from 1753 to 1819, during which period (66 years) no less than fourteen Governors ruled over it. Their allegiance was, however, by no means always steadfast, for several of them asserted, and for a time maintained, their independence : as Amir Khán Sher Jewan in 1769, Asad Khán in 1783—the tyrant of whom it is written that "he killed men as though they were birds,"—Abdúlla Khán in 1795, and his son, Atta Mahomed Khán in 1800. It was visited by Sháh Zemán in 1795, and Fateh Khán Barakzai, aided by Ranjit Singh's auxiliary force under Mokim Chand, himself proceeded there in 1813 to recover it from the hands of the rebel Governor, Atta Mahomed Khán. Jehándar Khán, brother of the latter, was at this time Governor of Attock, which, like Kashmir, was also a Pathan possession. The brothers intended by appropriating these to form a little kingdom for themselves ; their object was, however, frustrated ; but when Fateh Khán was approaching to besiege the Fort of Attock, the traitor Governor sold it to Ranjit Singh, whereupon the former withheld the subsidy he had promised to pay the latter for his aid in recovering Kashmir, and a declaration of war ensued. In the following year Ranjit Singh headed an army to invade Kashmir ; he was, however, unsuccessful, but in 1819, he renewed the attempt, and on the 5th July of that year

his General, Misser Dewan Chand, defeated the Pathan Governor, Jabbar Khan, at Chotipur, near Shupiyan, and annexed it to his master's dominions, which already included nearly all the Punjab, and most of the adjoining hill states.

Thus, after a lapse of nearly five centuries, Kashmir again passed under the sway of a Hindoo sovereign. The rule of the Pathans had been neither mild nor beneficial, and the change appears to have been agreeable to the people. To the Sikhs generally its conquest was a proud event, so much so, indeed, that their war cry "bolo wáh gúrujíká khalsa ! bolo sreewáh gúrujiki fatah !" is said, though doubtfully, to be composed of letters corresponding to the date and the year of the Hindoo era—Sambát 1876—on which it occurred. Ranjit Singh never visited this his fairest province himself ; he died in 1839, and the dissolution of his kingdom, chiefly from failure of his line, speedily commenced. It continued, however, to be attached to the Punjab until the conclusion of the Sutlej Campaign and the British occupation of Lahore, shortly after which it was assigned by a treaty, dated 16th March 1846, to Golab Singh, the Maharajah of Jamoo. From Ranjit Singh's conquest in 1819 to that date—about twenty-seven years—the number of its Sikh Governors was no less than ten, and the following are their names :—Moti Ram, 1819 ; Harri Singh, 1820 ; Moti Ram (again), 1822 ; Gurmukh Singh, 1823 ; Kripa Ram, 1824 ; Bhumma Singh 1830 ; Prince Shere Singh, 1831 ; Colonel Mean Singh, 1833 ; Golam Mohi-u-din, 1842 ; and Shaikh Emam-u-din, 1845. The year 1824 is celebrated for the terrible earthquakes in the Valley, 1838 for the destructive floods, and 1843 for the epidemic of cholera, which was so general and so fatal that more than 20,000 persons are said to have died in Srinagar alone.

The religion of Kashmir has been very often changed ; it was probably one of the first places colonized

by the Aryan race after they descended from the plains of Central Asia, and here they practised the *nāga* or snake worship, which, as shown in Ferguson's "Tree and Serpent Worship," was one of the earliest forms of idolatry. Buddhism was introduced by Asoka about 250 B.C., and he and his grandson Jālako especially have left their marks upon the Takht-i-Sūlimān, Panditān, and many other places, where ruined temples* and other buildings may still be found. Hinduism was introduced by Abhimanyū about 75 B.C., and it flourished there for centuries in its highest form; its Pundits were very famous; their eminence in learning is often alluded to in the Mahābhārat, the Bhāgavata, and other Sanskrit works, and their descendants, as previously stated, hold a fair position even now in the world of Aryan letters. Muhomedanism was established about 1356 A.D. by Syed Ali Hamadani and his son Mir Mohamed, who, during the reign of Shahab-u-din, arrived in Kashmir with a train of more than 1,000 fugitive disciples from Persia.† A terrible crusade ensued against the Hindoos, who are said to have been forcibly ‡ converted to the new faith, and the fierce zeal of some of the kings, notoriously that of Sikunder—surname the "Idol-breaker"—has made their names infamous in history; they waged a deadly war against all architecture which attested the existence of another creed, and, as the traveller witnesses throughout Kashmir, beautiful remains of sculpture have been devoted to the lowest and meanest purposes. Muhomedanism is still professed by the great majority of the inhabitants, but since their conquest by Ranjit Singh

* These temples are hardly a relic of Buddhism, as they were probably built between 200 and 900 A.D.

† A Jakir named Bulbul Shah, a native of Tibet, is said to have been the first Muhomedan who appeared in Kashmir. The alleged conversion of Ranjpoee is attributed to him; and his tomb is still standing on the right bank of the Jhelum, a little below the Ali Kadal, Srinagar.

‡ The numerous titles Bat, Sheikh, etc., indicate families formerly Hindu, now Muhomedan.

in 1819, Hinduism has again been greatly favoured, especially that form of it which is the creed of the reigning dynasty.

The Antiquities of Kashmir consist of its noble ruins and its numerous ancient coins. Of the former, Vigne says, there are not less than about seventy ; but the chief are those at Mártand, Awantipoor, Rájdainbul, Pándritan, the building on the summit of the Takht-i Suliman and the little temple at Payech—the gem of all. The style of these ruins is original and peculiar to the country ; their dates and uses are not exactly known, and they have long excited the keenest interest of archæologists. The natives attribute them superstitiously to the Pandus, whom they regard as a race of giants, of enormous strength and allied to the gods, but who were, in fact, five brothers, the sons of Pand, a Hindoo king of the Lunar race, who reigned in the city of Astunpur, on the Ganges, some ten or twelve centuries before the Christian era ; they are supposed to have wandered over a part of Central Asia, and to have settled for a time in Kashmir. The buildings were, however, probably used as temples, and they indicate a degree of greatness, i.e. source, and prosperity, which contrasts painfully with the present condition of meanness and wretchedness, which is observable throughout the greater portion of the province. The subject of coins is one deserving of deeper study. Many years ago General A. Cunningham made a collection, and some were of the time of its native rajahs—those who preceded the Mahomedan kings. The reader is referred for the latest and most definite information on this subject to a book on the "Coins of Kashmir" by Mr. Rodgers of Amritsar.

The Literature of Kashmir like its architecture has sadly fallen into decay. Of Sanskrit works there are many, but only three of special interest.

i. The *Rajah Turangini*, which is the principal history of its earlier dynasties. It is the only Sanskrit composition yet discovered, to which such a title can, with any propriety, be applied.

ii. The *Vrihet Katha*, which was reprinted and edited by Brockhaus in German.

iii. The *Nila Purana*.

Earnest Sanskrit antiquarians, like the Revd. J. Long, Dr. Bühler, Dr. Heultsch, and others have visited the Valley at different times, and collected very nearly all that is worth much in this way.

These ancient Sanskrit books are written on Bhijpatra, the bark of a species of birch tree, *Betula tartarica*, called, in the valley, burzakul. It grows abundantly on all the higher mountains of Kashmir, chiefly above the limit of the pine. It is very easily separated into thin sheets and leaves. Some of these antique tomes must be nearly a thousand years old. Musa Rajah is credited with having destroyed a large number of them in his day, and the zealous bigots, who levelled temples, have destroyed many more. Musath, the causeway running across the Anchur Lake, about three miles from Srinagar, is so called after Musa Rajah, who is said to have made it out of the piles of these old books. For years afterwards hardly a "purana" could be found in the country.

Of original Persian books, or Kashmiri works, written in the Persian character, few exist. Besides the few histories mentioned in the list of works at the commencement of the book, there are, the Life of Nur-ud-din, a famous Kashmir saint; the History of the Rishis, or noted saints, peculiar to Kashmir in Akbar's time, and in the days before him; the story of Heemal and Nagray, the Sayings of Lal Ded, and others.

The whole of the *Panj-gani*, the works of the poet Nizami, have been translated into Kashmiri-Persian by Mahomed Gami, and are constantly quoted by bards and others. Some other minor works are also to be

found in the Kashmiri language. The Missionaries have, during late years, translated into Kashmiri portions of the Bible ; and a Grammar has been published by the Revd. T. R. Wade, who lived for many years in the valley.

CHAPTER X.

SOME OF THE DISCOMFORTS OF KASHMIR WHICH ARE NOT MENTIONED BY TOM MOORE IN "LALLA ROOKH."
1. MOSQUITOES AND INSECTS. 2. SUN. 3. SNOW-BLINDNESS. 4. RAREFACTION OF THE AIR 5. CHOLERA. 6. EARTHQUAKES. 7. FAMINFS. 8. FIRES. 9. FLOODS; WITH EYE-WITNESS ACCOUNTS OF THE GREAT FLOOD OF 1893.

Mosquitoes.—In a former edition mention has been made of the absolute necessity for mosquito nets for visitors living in boats on the river, on canals, and specially on the Woolar Lake. The necessity still exists, as it did forty years ago: Knight, in his very interesting book, "Travels in Kashmir" (1860), humorously gives his experience on several occasions.

7th July 1860.—"While surveying the Lanka Island, we were pestered to death by swarms of prodigious mosquitoes, for which the Woolar Lake is justly celebrated, and, during breakfast, the eating was quite as much on their side as ours." Again, *8th July 1860*. "Dropping down the river below Sopor, we dined on the bank among the mulberry trees; and I afterwards essayed to take a sketch of the village; such a firm and determined body of mosquitoes, however, immediately fell upon me, that after a short but unsuccessful combat, I was fairly put to flight, and Sopor remained undrawn." *July 25th*. "Passed a night under gauze fortifications; the disappointed mosquitoes buzzing about outside in myriads, striving hard to take a fond farewell of their much-loved foreign guests." Colonel Ward concludes his description* of the Dal Lake thus: "In the months of

* "The Tourist's and Sportsman's Guide."

July and August mosquitoes reign supreme ; and even the sunsets and lilies, beautiful as they are, cannot recompense the sight seer for the incessant worry that has to be endured." The mosquito after all confines himself to water and moisture, and the anopheles species is hardly ever seen. He can be avoided by a move to higher latitudes, in any part of the mountains, otherwise he must be defeated by curtains, during his season from May 15th to September 15th.

Fleas—Are equally bad in the hot months, and fine chicks are required for comfort. Most house-boats are now fitted with wire gauze windows as a protection against both insects.

Sun.—The heat of the sun in the valley is much greater than it is given credit for. As a youngster I shared a somewhat popular idea that the sun would do little harm in Kashmir. I have mentioned a lady with sunstroke contracted in May 1875 on the long march, Changas to Rajouri (4th March), Pir Panjal route ; also the case of an officer, who was very seriously ill, after going up the Takht-i-Suleiman on a hot day in June wearing only a cap. The sun also attacks the arms when exposed in rowing, or even at golf. In May 1899, an officer came under treatment, suffering from burns on the forearms exposed to the sun, while sculling. Sir F. Cunningham, an old frontier officer, who visited Kashmir in the summer of 1900, told me he was surprised at the great heat and power of the sun in the valley. The observing Knight records his experience, *June 23rd, 1860* (when shooting in the Pir Panjal): "During our halt we suffered a good deal from the sun, although snow was only six inches off. ** Our wrists and ankles were completely swollen and blistered before evening." *13th July 1860*.—"The sun to-day we found very hot, in this same valley of coolness, its rays coming down on the back of our heads in a very searching and inquisitive manner." In northern Kashmir, the Gilgit

Valley, and the Indus Valley, the heat of the summer combined with rock radiation, will be found nearly as severe and trying as the plains of the Punjab ; at least such is my own experience. The moral of this is, that the head requires more protection in Kashmir than is usually supposed ; that the heat of the sun in the valley is fairly severe from May to September and later ; and that it is equal to that of the plains in the first four marches by the old routes. After all, these discomforts are mere trifles ; and, like the other little tormenting insects so amusingly depicted by Knight, are to be avoided or guarded against. These latter, are still in evidence in old house-boats, huts at Gulmarg, and Dâk Bungalows on the road, and a tin of Keating's powder should always form part of the kit.

Snowblindness.—This is always caused by the powerful rays of the sun reflected from snow. I have twice suffered myself ; once in Kabul 1879, and once in Kashmir 1884. The attack usually comes on in the evening, or during the night following a day's exposure to the sun over sparkling snow. The eyes feel full of hot sand. The pain is severe. Goggles, or a veil, will prevent it. They should always be carried by the traveller, and in sufficient numbers to supply the servants as well as every coolie. It is cruel to see coolies, after a wearying march, led in by the hand with streaming eyes. There is no doubt that much exposure to snow with sun helps to induce cataract.

Rarefaction of the air.—As this condition materially affects the comfort of travellers, it seems worthy of special mention. It is more particularly applicable to the higher valleys of Ladak, where the lowest attitude is some 13,500 ft. above the sea-level. But some people are affected at much lower elevations. Gulmarg, 8,500, being a case in point. Here complaints of bad nights and inability to sleep are often complained of. This symptom is ameliorated by a descent to Bapmarishi,

about 1,500 ft. lower. Much of the information here noted has been taken from Mr. Drew's *Kashmir*. The extract from a letter written from Ladak in 1885 by Mr. F——e, a new arrival from England in search of *ovis ammon*, is much to the point : "It is a beastly country, no air to breathe, frightful radiation of rocks, nearly turns one's eyes out, could'n't walk and did'n't care to."

In the higher valleys of Rupshu with an elevation of 14,000 to 15,000 ft., water boils at a temperature of 187° Fah., which corresponds to a barometer height of 17·8 inches. Here the amount of air and oxygen, taken into the lungs with an ordinary inhalation, is only $\frac{7}{12}$ th of what would enter them were one at the level of the sea. How this is compensated for in the case of the Champas is not known. They, however, will not carry loads. Probably constant practice of inhaling air deeply, though perhaps unconsciously, has given them second nature. The traveller in endeavouring to gain more oxygen, breathes quicker and more powerfully, making, involuntarily, an effort to increase both the number of inhalations and the volume of each. The intensity of this effort increases with every rise, when once above the altitude where one's ordinary breathing suffices. At the greater heights, besides the feeling of oppression and shortness of breath, there comes on a headache, often most intense, and feelings of sickness, such as one often has at the beginning of fever or seasickness ; but this is not accompanied by either heat or cold of body. With some, at higher levels vomiting comes on, but serious results do not generally seem to follow, provided the heart and lungs are duly sound, and relief is felt almost at once on descending to a lower level." Besides these symptoms described by Drew, bleeding at the nose, even ears, not infrequently occurs. The actual cause of all these symptoms is no doubt, firstly, the deficient amount of oxygen in the air ; secondly, a diminished atmospheric pressure, which at 14lb. to the

square inch, keeps the blood-vessels of the body at their proper state of tension at the sea-level where the barometer stands at, say, 30 inches; thirdly, deficient moisture.

The following table speaks for itself:—

Table shewing approximate atmospheric pressures at Elevations ranging from 5,000 to 20,000 ft. above sea-level.

Height. Feet.	Pressure Pounds.	Height Feet	Pressure. Pounds.
At sea-level	15'22	12,500	9'47
5,000	12'59	13,000	9'29
5,500	12'35	13,500	9'11
6,000	12'12	14,000	8'94
9,500	11'89	14,500	8'77
7,000	11'67	15,000	8'60
7,500	11'45	15,500	8'44
8,000	11'23	16,000	8'28
8,500	11'02	16,500	8'12
9,000	10'81	17,000	7'96
9,500	10'61	17,500	7'81
10,000	10'41	18,000	7'66
10,500	10'21	18,500	7'51
11,000	10'02	19,000	7'36
11,500	9'83	19,500	7'21
12,000	9'65	20,000	7'07

With a pressure on the square inch of less than 14lb. the blood vessels are dilated, hence the headache, dizziness. Under still less pressure, greater dilatation of the capillary vessels takes place, and bleeding at the nose and ears ensues. One or all of these distressing symptoms generally show themselves between 11 and 12,000 ft., a great deal depending on the individual, some being affected as low as 6,000 ft. At 14,000 and 15,000 ft. one is liable to have an attack, at times of

* This table was very kindly worked out for me by the late Major-General S. C. Turner, R.A.

shortness of breath, even when in repose. When Drew first visited Rupshu, 15,000 ft., these attacks came on him when lying down at night and lasted half-an-hour. After a week he got over the liability, and never afterwards, when at rest, felt a want of breath even at 18,000 or 20,000 ft.

But though one may get so far used to the rarity of the air as not to feel it thus, yet any but the most ordinary exertion will surely remind one of it. At 15,000 ft. the least slope upwards in the path will make one as much out of breath as if one were at a lower altitude. Passing up a steep mountain side, talking, when walking, even on the level, soon brings its own conclusion from want of breath. When one comes to greater height—for here every thousand ft. distinctly tells—ascending a slope becomes a painful labour, forcing one at every fifty or sixty steps to halt and pant to recover breath. Usage of a month or two will harden the traveller to these distressing symptoms, in that he may not suffer from headache, or the other effects, but his breathing will always be easily upset.

The absurd theory of natives, that these results are due to the presence of herbs, such as onions, etc., is of course nullified by the fact that the distressing effects are most felt at those heights where no vegetation exists.

Chlorate of potash, a simple and cheap salt, is said to be of much use in alleviating the symptoms described.

Availing himself of Dr. Henderson's experience in crossing high altitudes in 1870, Dr. Bellew, who accompanied the Yarkund Embassy, 1873-74, took with him and freely distributed amongst the members of the embassy small bottles of this salt. He testifies to its value. The relief afforded is due to the large proportion of oxygen it contains: the symptoms of dreadful nausea and headache being due, according to Dr. Bellew, to the circulation of an inefficiently oxygenated blood. With such experience, no traveller should venture to cross the high passes to Yarkund, or the highlands of

Rupshu without a supply of this simple remedy in his pocket. The dose is a pinch on the tongue every two or three hours, or more frequently according as relief is afforded.

During his ascent of the Karakorum Pass, 18,300 ft., Dr. Bellew ate about three teaspoonfuls of the salt ; and, at the crest of the Pass, he records that the felt quite well.

Men and cattle accompanying the embassy suffered severely. Some tumbled off their ponies from giddiness, some fainted, these recovered on reaching lower ground. Two ponies died on the pass. Dr. Bellew's powerful galloway, though choosing his own pace, showed great signs of distress. His whole body shook under the violent action of the heart, and the animal swayed so from side to side that his rider was obliged to dismount. Since this time, coca has come into use. It is said to counteract the effect of the symptoms of rarified air.

The leaves may be chewed $\frac{1}{2}$ to 2 teaspoonfuls. The dose of the wine of coca is a wineglassful.*

Cholera.—In spite of the purity of its air, in spite of the mountain springs and streams that give it water, cholera has worked its wicked will in Kashmir. Not only have the great towns suffered, but the disease has spread to charming isolated glens, in all parts of the Valley. Still so far as I am aware, it has never crossed the northern passes, and Gilgit, Skardu, and Ladak have remained free. Notwithstanding the awful state of filth, in which the City of Srinagar has stewed until a few years ago, a just illustration of the hackneyed sayings, "God made the country, man made the town," "where every prospect pleases and only man is vile," cholera is not indigenous, and its outbreak is generally traced to importation from the Punjab. The epidemic of 1849 was terribly severe, but of comparatively short duration. The latest, which commenced in August 18th,

* Powdered march tables, composed of cocaine, caffeine, etc., are recommended for use by mountaineers.

1900, was introduced from the Punjab. Its origin, in the Valley, was traced to the pilgrims for the Amaranath Cave ; as a rule, about 3,000 pilgrims and 2,000 coolies, the former coming from all parts of India are collected at Islamabad. The disease commenced amongst this large body, and on their return to their homes cholera was carried to all quarters of the Valley. Suffice it to say that in $13\frac{1}{2}$ months 16,700 cases and 9,440 deaths occurred. The disease has been almost entirely confined to the Kashmiris, hardly a single European having been attacked. The new water-supply of the City has, however, saved the situation, and when this benefit is fully extended to all the suburbs, as is being done, cholera can never again grip the chief city of Kashmir as it did in 1892, or even in 1900. The future visitor may take to himself healthy reassurance and confidence in this.

Earthquakes.—Though mild shocks of earthquakes are annually felt in Kashmir, as elsewhere, causing very little inconvenience to the visitor, severe shocks have been experienced. Vigne, speaking in 1835, says—“In Kashmir, before 1828, there had been no great earthquake in the memory of any living person, excepting one about 50 years ago, which lasted at intervals for a week. Shocks are now common, and the houses are built with a wooden framework, so as to resist them.” The earthquake of 1828 commenced on the night of 26th June ; at half-past ten o'clock a very severe shock was felt, which shook down some 1,200 houses ; and perhaps 1,000 persons were killed. But, just before sunrise, another shock occurred, accompanied by a terrific and lengthened explosion, louder than a cannon ; and 20 similar shocks followed in the course of the day. The earth opened in several places about the city ; and foetid water, rather warm, rose rapidly from the clefts and then subsided. These clefts being in the soil soon closed again and left scarcely any traces. I saw the

remains of one 15 feet long and 2 feet wide. Huge rocks and stones came rattling down the mountain sides. For the next two months, there were never less than 100, and sometimes 200 or more shocks in the day, all accompanied with an explosion.

At the end of two months the shocks decreased and gradually ceased. Vigne adds, "cholera then appeared and many thousands died in 21 days."

That volcanic action is still at work under the valley of Kashmir was unfortunately again illustrated in 1885. This terrible earthquake commenced in the valley on 30th May, 1885, and shocks continued up to August 16th. On March 7th, a preliminary shock was felt at Baramula. Again, on March 17th, another shock occurred, causing a landslip about the 9th mile, between Kohala and Dulai (J. V. Road) which obstructed traffic for several hours. There is, I think, little doubt that slips occurring on the Jhelum Road are often started by mild shocks, during, or followed by, continuous heavy rain, acting on soil and rocks loosened by the volcanic movement. This is said to have occurred at Darjeeling in the disastrous landslips of 1899; but then rain more resembled a water spout. The dreadful visitation in Kashmir, 1885, caused much loss of life and property.

It is thought that over 20,000 houses, 30,000 cattle, and 3,000 human beings were destroyed. The air stank with rotten carcasses. The shock was felt from Gilgit to Simla, roughly speaking, over an area of 130,000 square miles. Its effects were destructive to a considerable degree over an area of about 500 square miles.

In the Valley itself the focus of destruction was near Baramula. On the hills around great landslips occurred. Chasms and rifts opened up the mountain sides more especially in the Kaj-i-Naj range. On the limestone ridge above Gulmarg, as well as along the karewahs to the West of Kashmir, on the alluvium of the Jhelum, the future visitor may trace, in numerous fissures and rifts of the soil, evidences of this terrible calamity.

Along the valley, whole villages were overthrown, and their inhabitants crushed, specially at and around Magam, the half-way stage to Gulmarg. At Sopor the fort, mosque, houses, and dâk bungalow were overthrown. At Baramula, the fort, dâk bungalow and three-fourths of the houses were wrecked. The fort on the right bank of the Jhelum, below the Naoshera stage, (87th M. J. V. Road) was destroyed, and the houses at Uri much injured, the shocks following the course of the Jhelum as far as this. The massive temples at Patan, and Martund were also much shaken. At Srinagar the barracks fell, killing nearly 60 soldiers. In the Munshi Bagh, the British Residency, a single-storied building, was rendered so unsafe that it had to be pulled down, and the present double-storied house was in consequence planned and erected by Sir Oliver St. John. Many other houses were dangerously cracked, some of which survive, and are standing at the present day. Mr. Lawrence adds :—" Large fissures were formed, from which water and fine sand, smelling strongly of sulphur, were thrown out. Many irrigation springs disappeared, and a large landslip occurred to the south of Baramula. This landslip which took place on the sloping ground above Larridura, about 1,500 feet above the level of the Woolar Lake, has left behind it a hardened clay, in which I have found many specimens of the Singhara nut."

Famines.—In a land so bountifully supplied with water, and where fruits of every kind abound, one can hardly realize that famines do occur. Yet such is the case. The latest, that of 1877-79, caused enormous loss of life—stated to have been more than $\frac{1}{3}$ th of the population. This famine was caused by an excessive rainfall, specially one violent hailstorm during the ripening of the autumn rice crop in August and September. The details of this calamity are graphically depicted in Mr. Walter Lawrence's book. It is satisfactory to the visitor to know that, with improved communications, severe mortality can never happen again.

Fires.—Fires are of frequent occurrence in the city as well as in the rural villages. Since 1875—my first visit to Kashmir—I believe, that at different times, at least half the city has been destroyed by fire. A glance at the construction of the ordinary house, and the absence of chimneys, is only needed to understand how the focus of combustion, in the shape of the kangri (charcoal basket), is always at hand. Fires and famines, however, affect the European traveller and sportsman only in a minor degree. The last discomfort to be mentioned is that of floods.

Floods—The great flood of 1841, caused much loss of life and damage to property. The more recent flood of 1893 was a terrible visitation, and the damage and loss to the State was far greater than anything that can have occurred in any previous time. This flood is shown by Mr. Lawrence to have been due to a continuous warm rainfull, which melted the snow with unusual rapidity, the combination causing the catastrophe that followed. He continues: "My observation shows that rain rarely falls for more than twelve hours; and, that twelve hours of rain is followed by pleasant sunshine. Rain which lasted for 24 hours, if widespread, caused high water in the river, but not serious floods. In 1893 the rain which commenced on the morning of July 18th, and continued without a break for 52 hours was warm; and, it was very noticeable when the clouds cleared away that the great mountains were denuded of snow. Mercifully this flood reached its climax in the day-time and the people were prepared. As the floods approached Srinagar, the city and its seven bridges held up the water and converted the country both above and below Srinagar into a vast lake." The depth of the water in the Manshi Bagh may be gauged from the fact that small boats were piloted through the Residency and the Residency Surgeon's houses, both of which have good six-foot plinths. The holding up of the water by the bridges is evident; the stone piles or barriers, on

which they are constructed occupying apparently one-eighth or more of the water-way. As practically bearing on this point, it seems curious that the city bridges should have been reconstructed in the old style, and not on the pile principle, as adapted to the splendid deodar bridge at Sangam, constructed by Mr. M. Nethersole, lately State Engineer. In spite of the enormity of this flood the loss of human life was small ; that in the Valley amounting to about fifty. In addition to this should be added some loss of life amongst herds-men, who gather their flocks near streams in the mountains. One European was drowned opposite the Lall Mundir. About 2,225 houses were destroyed. The most serious loss to the State was in bridges. With the following exceptions, No. 1 City bridge, Sumbal, Sopor, and Baramula, all were swept away. The first city bridge, though it stood the shock of the flood, was under water, and, impassable. It has since been rebuilt, with an unmistakeable Western look about it. The greatest loss occurred further down the Jhelum at Domel and Kohala. Here the grand bridges over the Jhelum, which had cost each nearly £ 60,000, were carried away. In addition, at Domel, its fine bungalows, its expensive machinery and workshops were all swept away, and some days elapsed before communication of a temporary nature could be re-established with India. As this flood is a matter of historic interest, I have added accounts by eye-witnesses of the events, as they occurred at the time, both at Srinagar and Domel.

The Correspondent of the *Englishman* gives the following particulars of the floods in Kashmir :—

THE FLOODS IN CASHMERE, 1893.

SRINAGAR UNDER WATER.

The awful earthquakes of 1885, and the enormous loss of life and property caused by them, are still fresh in men's memories ; and the victims to that terrible scourge cholera, which carried off one-third of the total population last year, are yet being mourned for in many a household, and then while men's hearts were deadly

sick with the fear of sudden death there occurred the dreadful fire which rendered thousands homeless, and by destroying vast stores of grain added the horrors of famine to the distressed inhabitants of the "Happy Valley."

Now another element has broken loose, and for miles one sees nothing but one vast sheet of water.

On the 6th and 7th of July, 1893, a considerable amount of rain fell, and no one was surprised to see the river rising and familiar land-marks disappearing one by one as the water crept up the bank, for this is of annual occurrence, and after a few days the river resumed its normal appearance, and no harm was done.

But Jupiter Pluvius had something more in store, and on the morning of the 17th, at 10 A.M., it began to rain heavily, but cleared up somewhat in the afternoon, coming on again about the same time and continuing without cessation the whole of the next day and till late in the afternoon of the 20th.

The water steadily rose, and old residents began to make arrangements for boats to remain opposite their houses in case of need. The night was fine and starlit, and everyone was hoping that after a few hours the waters would abate, but still the river rose till it was at first difficult and then impossible to go along the bund in front of Munshi Bagh. Presently a roaring noise was heard across the other side, and a shout went up that the bund had burst, and in an incredibly short space of time all the ground opposite Hari Singh Bagh occupied by the Maharajah's garden was covered with water. This gave the residents in Munshi Bagh some hopes that the water having found this outlet would not come any higher at their end, but still the river came rolling down, and at 3 P.M. the bund near Dr. Deane's house was breached, and the polo and golf grounds were speedily inundated; at the same time the Chenar Bagh bund gave way and let loose a vast quantity of water, completely swamping all the intervening ground. Just then, too, the water came trickling, then rushing, in a cascade over the bund opposite the post office, and in a few minutes Hari Singh Bagh was also under water. About 6 P.M. the river reached its greatest height, and the waters on all sides were perfectly level with each other. The hospital compound had some eight feet of water in it, and all the patients had to be removed and placed in boats, which was done under the careful superintendence of Dr. A. Mittra.

Then began the awful work of destruction. Nothing was heard save the rush of water, shouts of men, wailing of women, and the crush of falling buildings. Almost the first to go was a *busti* inhabited by some thirty sweepers and their families in the employment of the Municipality. The water swept down on them so suddenly that they could take nothing away with them, neither food nor clothes, as they hastened as fast as they could through the

rising flood, now waist high, to seek shelter and safety in the large stone-built offices of Mr. W. R. Lawrence, the Settlement Officer. The newly-erected spacious showrooms at the back of Jowahir Lall and Son's shop next fell in with an appalling crash, and this was followed by the collapse of the Gole Mandir or Round Palace, which stands close to the Lall Mandir on the other side of the river. Half of the Jammu and Cashmere Co-operative Stores, a large two-storeyed building, followed suit, as did a large number of smaller buildings. I had every confidence in the stability of the house in which I was living, and resisted every appeal from my boatmen to move out. However, when on going into Captain Yealding's house next door to assist his men in moving out the furniture, I sank in three places through the floor up to my knees. I began to think I had better take their advice, and in half an hour I was afloat with all my worldly possessions in most admired disorder around me. Both our houses are still standing, but I don't intend going back into mine at all, as the ground must be perfectly sodden with water, and the fabric may collapse at any moment.

The roof of one of the barracks in Munshi Bagh just vacated by Lady Dunmore and family fell in with a loud report, and one or two more houses are dangerously out of the perpendicular, and will no doubt soon come down. Every one had of course promptly taken to boats as soon as the bund burst, and very little loss was incurred, as there was plenty of time to get out the furniture.

July 22nd.—Early this morning, news was brought to me that out of the seven huge cantilever bridges that have carried the traffic of the city for some 500 years, six had been carried away, and only one, the first, or Ameera Kadal, now remains, and though that is awash, it is expected to live through the trial.

The telegraph office was swept away very early. Mr. Allen, the Telegraph Master, had just time to wire the Uri Office that the floods were out when the building subsided, so that communication with outside is entirely cut off. The bridge at Margao has also been swept away, and one can neither get to or from Gulmarg.

Raja Sir Amar Singh was indefatigable in going out, doing his utmost to prevent the spread of the water by personally directing the construction of temporary dams at different points, but it was all of no use. The river, which has been a good servant for so long now, fulfilled the proverb by becoming a bad master, and the only thing that remained to be done was to provide as well as possible for those poor people who had lost their little all by having their houses and crops swept away before their eyes. At one time I counted as many as thirty stacks of grass, wheat, linseed, and other grain floating past my windows. A good deal was saved, but not, I fear, for the owners. One of my bestmen

who had been to take some fodder to my horses which were perched up on a small piece of land a couple of feet only above the level of the flood, on his return said that the Chenar tree under which the horses were standing was simply alive with rats.

23rd.—I have just returned from a tour round the European quarter, and have in a boat passed over what were two days ago beautiful gardens, bright with choice flowers and full of most varied assortments of kitchen produce. All are now lying under eight feet of water, and all the trouble and care that has been bestowed on them during the past month is thrown away and made of non-effect in a few hours.

The following is a very graphic account, culled from the *Pioneer*, of the destruction of Domel, July 1893 :—

Visitors to Kashmir, who have travelled in by the tonga road to Baramula, cannot fail to have been struck by the picturesque little group of buildings at Domel, consisting of the dâk bungalow with its adjuncts, Mr. Atkinson's beautiful little cottage almost hidden by creepers and roses, the pretty garden in front, and the workshops, containing a large amount of valuable machinery. The situation of Domel at the junction of the Jhelum and the Kishen guanga would be difficult to beat for natural charm, and the buildings just mentioned, together with the very graceful and imposing iron cantilever bridge across the Jhelum, make up an extremely attractive picture.

On the 19th July we (two sahibs and one memsahib) arrived at Domel on our way down from Kashmir. Rain fell heavily at intervals on that and the previous day, but with the exception of this and a heavy downpour on the 18th there had not been much rain for several days, although the hills had been, as a rule, enveloped in mist and cloud. The morning of the 20th was fine, and the river, though muddy, was in sufficiently good order to allow of a small mahseer being caught with atta by one of us opposite the dâk bungalow about 7 A.M. About 3 P.M., however, it began to rain and continued all day without any break. The river began to rise very quickly, and soon an incredible number of logs of wood began to come down. By 6.30 P.M. the river had risen sufficiently to carry away the little pier and summer-house built out into the stream, and as darkness came on it became apparent that the workshops and Mr. Atkinson's bungalow would soon be in considerable danger. The clerks and workmen set to work, with praiseworthy energy and remarkable absence of anything like fear or excitement, to remove all the furniture and effects from the bungalow, and the machinery from the workshops. All hands worked with a will, but the machinery was mostly too heavy and cumbersome to make it possible for it to be taken to any distance, and a good deal of it was collected on the road leading

to the dák bungalow. The heavy boilers, iron frames, and all the more bulky machinery it was impossible to move at all. Between 10 P.M. to 12 midnight the river rose about three feet, but was still so much below the level of the dák bungalow that we all went to bed without much anxiety. However, at 6 A.M., we were somewhat hastily awakened with the pleasant intelligence that the water would soon be up to the bungalow, and we naturally did not stay very long in bed after this. A bugle sounded the alarm, and soon all the available inmates of the little hamlet of Domel were busily engaged in carrying up to a new bungalow recently built for the Maharajah, and luckily on a good deal higher ground, our own baggage, and the furniture and stores from the dák bungalow. As we walked out of the building on one side, the water came up to the steps on the other. By this time it must have risen some 25 or 30 feet, and at 3 A.M. Mr. Aitkinson's bungalow was swept away. The river continued rising, forcing down a mass of what looked more like liquid chocolate than water, and a terrible scene of destruction commenced. Trees, flowers and shrubs were torn up and carried away, including all the blue guin trees that formed quite a feature of the place, all the small out-buildings crumbled away, and the water soon rose up above the top of the doorways of the dák bungalow. At 9 A.M. it became apparent that the bridge, solid structure, as it was, was being subjected to a series of such violent and repeated blows from the masses of timber that were continually hurled against it, that its stability was being seriously endangered. A crack appeared in the masonry, and soon it was seen that the ironwork of the bridge had bulged considerably out of a straight line. All traffic was stopped over it, and for some hours a small crowd of such of the inhabitants as were not engaged in trying to rescue their own property from the ruin threatened should the river rise any further, watched with keen interest the contest between the river and the bridge. About 12-30 P.M. it was all over. One end of the bridge settled slowly down and then the other was torn bodily out of the masonry, and the whole structure disappeared in a mass of liquid mud. The river rose right over the level of the roadway on both sides, doing considerable damage to the houses in the adjacent bazaar. Built as they are at the foot of a hill, with very imperfect means of drainage, they were also flooded by the rain water pouring down the hillside behind them and nearly all the little stores of rice, grain, and sugar were soaked and more or less damaged. It was curious in the midst of the scene of ruin and destruction to observe the quiet resignation with which the sufferers accepted the situation, which they piously attributed to the will of God. A story was freely circulated in the bazaar, according to which the calamity was the direct result of a curse pronounced by an old fakir, who had been caught two days before

helping himself to fruit in the dák bungalow gardens, and while being summarily punished had prophesied the immediate destruction of the place. Whatever the fakir's curse may have had to do with it, by the evening the whole of the dák bungalow, with the exception of two back rooms, had been carried away. The telegraph office was also partially wrecked, but the instruments and papers had luckily been removed in good time to a house on the side of the hill. At 4 P.M. the river was at its height, and soon after began falling, at first slowly, but afterwards almost as quickly as it had risen. A rich harvest in the shape of driftwood was reaped by the inhabitants of the villages on the opposite bank, illustrating the truth of the old proverb "It's an ill wind that blows nobody any good."

By the morning of the 21st the river had fallen about 10 feet, and in the afternoon a somewhat precarious system of communication across the river with Mozufferabad was instituted by means of men swimming on double mussels or *surnaies*. We received a very civil communication from the Wazir-Wazarat (Deputy Commissioner) with offers of any assistance in his power, and directions that we should be supplied with coolies or anything else we might require. With considerable difficulty a sufficient number of coolies was collected on the morning of the 22nd to enable us to start at about noon, ekkas, tongas, &c., being of course out of the question. Before starting we paid a final visit to the scene of the principal disaster, and a melancholy sight it was to see what had been beautiful little gardens turned into a barren desert of rock and sand. The river, as it fell, had deposited a deep bed of sand in many places, among others over what had been the workshops, where a large party of workmen were hard at work excavating the débris of the machinery and bringing out by slow degrees a confused mass of saws, steampipes, rollers, bolts, nuts, &c. As far as we could see of the road for about a mile beyond Domel towards Kashmir, it had been in many places partially or wholly washed away, and in others blocked with landslips. The damage to Domel alone was stated to represent at least three lakhs of rupees.

Our journey to Dulai was accomplished without any incident, but we found the road very badly broken in five places, the road having in some places been completely undermined and slipped down bodily to the bottom of the slope. Immense damage had been done by local landslips. Besides the action of the river, it was evident that the whole country must have been in a thoroughly saturated state just before the heavy rain began, and consequently every stream and water-course overflowed simultaneously. Before starting we had received definite news of the bridge across the Jhelum at Kohala having been carried away, thus cutting us off from India altogether, as the suspension bridge by which the road from Mozufferabad to Abbottabad crosses the Kishengunga had

disappeared about the same time as the Domel bridge. At Dulai we found the dak bungalow intact, although the water had come within a few feet of it.

On the 23rd, at 10-30 A.M., our departure having been delayed. We found the road, where it overhung the river, in many places absolutely destroyed : in one place, just before the Agar nala, at least 300 yards having altogether disappeared, leaving nothing but the side of the cliff. All along the road from Domel gangs of men were hard at work (*i.e.*, as hard as a Kashmiri ever works) making the road practicable for foot-passengers, but it was evident that it must be a matter of months before a tonga could be expected to roll along the road again. The bridge over the Agar nala had been carried away, and we had to wade across, the water being nearly up to our wrists. Everybody, however, including a lady in a dandy, and all our traps, were successfully got over.

We took up our abode at the Barsala bungalow, a nicely built bungalow, built (says the Guide Book) principally for the use of Kashmir officials, and situated about a mile from the Kohala bridge. The Guide Book also says that the situation is a very hot one, in this we cordially agreed : 94° in the house with no punkahs, no soda-water, and no ice is not agreeable.

Determined to get out of it as soon as we could, we went down to the river in the evening, and learning that some sahibs were on the other side, trying to do something in the way of getting a line across, we wrote a note to the engineer in charge, saying we had arrived at Barsala, and were willing to co-operate in any scheme he might suggest for constructing a temporary bridge. This note we sent over by one of seven or eight *surwai mussack-walas* who were plying their rather dangerous trade here as at Domel. The suspension bridge, we found had been completely carried away, leaving however the masonry towers and the chains on the land side intact on both banks. There remained a gap of about 90 yards to be bridged over in some form or other."

This chapter may possibly be considered a little out of place in an ordinary Guide Book. But even in Kashmir, the saying holds good, "all that glitters is not gold." In spite of the accuracy of his poem, Tom Moore shows the pleasing side of the Valley, allowing only rifts in the passage of love ; and, he had never seen the Happy Vale, as it sometimes is, has been, and may be, again ; for History seems to repeat itself in Kashmir more than in other places.

CHAPTER XI.

MARCHING.—THE OLD ORDER CHANGETH—SHOPS—
REQUISITES FOR JOURNEY—CAMP FURNITURE—
STORES ON ROAD—GENERAL REQUIREMENTS—
CLOTHING—BOOKS—BOOKS—MARCHING—SERVANTS
—MAPS—MONEY—STAMPS—TELEGRAPHS—RIDING
—LOADING.

LOOKING back—one is struck with the altered requirements and changed conditions of the present, compared with the past. In 1887 one wrote "almost imperceptibly, but as inevitably, Kashmir is altering, and Srinagar and Gulmarg are beginning to resemble hill stations. In anticipation, one hears the hoarse sound of the mail driver's trumpet, as his cart dashes at speed across the first bridge to deposit the visitor at one of the hotels Srinagar has long been threatened with. The click of the billiard balls will be heard in the once sober Munshi Bagh." All this, and more, has come to pass. The tanga trumpet is daily heard on the first bridge. Nedou's hotel, with its billiard room was opened in April 1900. A public amusement room has been started in the Muashi Bagh, and the twang of ping-pong balls is daily heard, as one passes along the bund, under the old library. Before 10 years are over, the whistle of the railway engine will arouse the echoes of the Vale of Kashmir.

All this has followed on the opening of the Jhelum Valley road to Srinagar. Stores of kinds are poured in daily. With one exception, formerly, only native shops existed, they still flourish in a much improved form; but European agencies have been started notably (Cockburn's) Universal Agency and the Kashmir General Agency. Both curiously belong to retired officers of

distinguished Highland Regiments. The former has a good show-room, where all specimen of Kashmiri art can be viewed and purchased. The latter, in addition to agency work, has a general store, where most things are procurable—from a cartridge to a hair pin—as well as excellent wines, etc. Intending visitors can communicate with the managers of either of these firms, who will inform them on all points. The Parsee shops compare favourably with any in India. In the bazaar, adjoining the first bridge, are enterprising native merchants who sell at a cheaper rate. This little prelude paves the way, for my advice to visitors which is this : Bring no stores in with you, buy all stores, in Srinagar. Of course, things are a little dearer than in Bombay and Calcutta due to carriage, transit, and octroi duties. Recollect this, and don't grumble as long as you are supplied with good articles. The local merchants deserve every support, and they will procure everything not in stock, if due notice is given. I merely speak as having always purchased stores locally for a number of years. Suffice it to say that every article of diet, European stores, foods for children, wines, groceries, sporting and fishing requirements, ammunition of all ordinary kinds, golf sticks, aluminium cooking vessels, drugs, patent medicines, and most articles of camp furniture are now purchasable in Srinagar. Rifles and guns are sometimes on commission sale ; good ponies can often be picked up.

Requisites for journey.—The opening of bungalows on the Jhelum Valley road has rendered tents unnecessary on this march, nor are tents really needed on the Jammu-Banihal and Abbottabad routes. They are required for the Kashmir end of the Bhimber road, on the Jhelum-Poonch route, and all unfrequented lines. Tents can be hired at the different agencies in Srinagar and the stock nearly equals the demand, though the quality is not of the best. Bullock trains transport goods at a cheap rate, and it is certainly wise to send ahead one

good tent complete and trust to hiring others. The bachelor will require an 80lb. Kabul tent with bath-room. A tent after the late Sir H. Macpherson's pattern is one of the best I know for Kashmir. The uprights and ridge pole are each divided into three pieces. It is more roomy than the Kabul tent, and there is a bath-room behind and a small outer room in front, and its weight is only a little greater. Tent and tentpoles all fit into bag.* The merciful man will also carry some protection for his coolies and shikarees, who are often otherwise exposed to the most dreadful storms and cold at high elevations, while the sportsman lies dry. Such tents can generally be hired in Srinagar.

For married people, the Kashmir tent 9×9 or 10×10 is the most convenient. A second Kabul tent 80 to 100 lbs. for use as a dressing or dining-room will much add to comfort. Or three Kabul 80 lbs. tents might be taken, one for sleeping, one for dining, one for dressing. People accustomed to camp life will take what suits them best.† But heavy tents cannot be carried in difficult places. If heavy tents are necessary, only those should be used which can be freely divided. It is almost impossible to carry long poles on mules or ponies. Coolies have a natural objection to them. They are difficult to balance and load on the back, and the points frequently catch in rocky projections and bushes, often to the great risk of the carrier. A servant's tent is always required, otherwise they will get ill: a small kanayat, or piece of strong cloth, should be taken to keep the wind off the kitchen fire.

* Procurable at the Elgin Mills, Cawnpore. The Muir Mills, Cawnpore, have lately patented a field service tent, dispensing with a ridge pole and substituting a rope in its stead. These new tents are lighter, cheaper, than any yet produced, and are most favourably reported on for use in Kashmir.

† The Muir Mills, Cawnpore, advertise a tent No. 9, 10×14 feet, two bays, each double fold, weight, 140 lbs. Price, Rs. 110; all complete.

Rope instead of ridge pole. This tent is said to accommodate 10 persons.

In starting for Kashmir, the man accustomed to marching in the plains should remember that the same arrangements are necessary, except that, as the road to Kashmir lies through mountains, and thence continues onwards in every direction over mountains, passes, and up valleys, where carriage is scarce, where ordinary walking is mostly difficult and sometimes dangerous for ~~passengers~~, and quite impassable for baggage animals, the baggage must be very light.

The sportsman, whose calling is generally pursued in ground where a false step often means death, and where laden coolies have frequently to follow him, should, while actually in search of game, only take the lightest possible baggage consistent with the preservation of health. By carefully dividing the loads, this can always be accomplished. I mention the reservation about health, because several instances have come to my notice where sportsmen have nearly lost their lives owing to their having left nearly everything behind—tent, cooking vessels, proper clothing, etc.—under the false idea that indirectly their show of heads would be large in consequence. An case in point (perhaps unusual) in July, 1881, when returning from Gilgit, after the closure of the agency, I found, arriving at Astor, two small tents, with camp-furniture, pitched in the garden, in charge of two servants, who sadly bemoaned their fate at having reached so distant a spot. Their master, a young American, they said, had gone towards Skardu, to a well-known nala, with only one or two cooly loads, which contained some bedding, guns, and, I think, a deckchee, his two servants promising to look after him. Our sportsman reached the nala, but immediately was attacked with acute eye-disease, which brought him to death's door. He owed his life chiefly to the devoted way in which his children attended to him. He was eventually carried to ~~Skardu~~ a blanket slung on a pole, and finally reached ~~Skardu~~ where I afterwards saw him, and he himself informed me how very nearly death had claimed him. On the return

back an' they was seen, but he had no strength to shoot it, and his bag was nil.

Camp Furniture—Tables, chairs, and bedsteads should fold up. The best tables have a square top and four legs which screw on and off. Useful tables are procurable with folding legs fixed with hinges underneath. The ordinary separate top table with folding legs is very fickleky. A folding armchair should always be taken; it weighs little or nothing. Excellent camp ones are procurable at Gujrat for Rs 6. Dishes, plates, etc., should be of enamelled iron. Of course, a careful man can take crockery, or anything he likes, if packed cautiously, each article being placed in a separate quilted bag. An iron cup is not pleasant to drink tea from. The cooking vessels should be of iron or ironware. This remark applies more specially to those travellers and sportsmen who are often absent for weeks and months together, when the ordinary, useful copper deckchee cannot be kilayed (tinned). As the stores and larder fall short, Worcester and other sauces are added to made the food more palatable. These sauces seem to exert a peculiar injurious action on copper. As a result, the sportsman very often becomes the victim of intractable diarrhoea, which materially spoils his shooting and often compels him to return to the capital in shattered health; I know of four such instances. Nothing is safer, cleaner, than the Warren cooking pot; a very small one for soup, a larger medium size for cooking, a joint and vegetables, etc., together. Of course, a frypan and gridiron are also required, and two saucpans. The largest sized Warren is very useful. I have carried one into the most difficult shooting nals of Gilgit and Astor. The outer portion, which contains the boiling water, can be used for several purposes, besides that of cooking a large joint or fish (the latter to perfection): (a) for heating water for a bath; (b) for boiling shikar heads in sufficiently long to soften the flesh; (c) to lend to the shikarees and coolies to make

their soup in after a successful day's sport—a great boon to the hard-worked cooly. Should necessity arise, a sportsman can in a short time cook a good healthy meal in this simple arrangement. Excellent soup can be made in half an hour. The meat has simply to be cut up fine, salt and pepper added, the proper proportion of water, and the Warren placed on the fire. When Warren cooking vessels are taken, they should be fitted into small cases lined with *numbdah* (felt), and not pitch-forked into a *kulta*, or they will become indented and useless. These remarks were written 14 years ago. They are still sound but aluminium vessels have, since then, come to the front and are obviously the best.* A small cheap set of three, costing Rs. 8, as well as other sizes are procurable from the Madras School of Art at prices suited to all pockets.

Stores on the Road.—At all bungalows on the Jhelum Valley Road, Kashmir side, certain tinned stores are procurable, and generally sodawater, beer, spirits, etc. The army ration, warmed up, gives an excellent meal for a traveller in a hurry. Persons marching in will probably take stores for the journey and special food in the case of children.

General Requirements.—I have here added a list of many odds and ends that may be useful to the tourist in Kashmir, the perusal of which will prevent trouble in out-of-the-way places. Many articles in this list are procurable in Srinagar :—

1. Nails.
2. Screws and screw-driver ; a good strong knife.
3. Gimlette, hammer, a punch for leather.
4. Thick strong, extra English ropes ; a piece hung under the tent pole, useful for hanging clothes.
5. A small saw, useful also for cutting walking sticks, of which the variety is great.

* A most useful set containing 2 plated peg tumblers, and a wine measure fitting into one another, as well as an excellent mafined set, of four divisions, salt, pepper, mustard, procurable at John & Co., Agra, have for years proved most useful to me.

6. A tarpaulin—also used as a carpet.
7. Straps with hooks for hanging clothes round tent pole. Invaluable; don't forget this.
8. A well fitted up housewife—most useful to a bachelor. Two strong pack needles. Extra shoe laces.
9. A whistle—when camped near a torrent, or "when the storms and wind do blow," one's voice is drowned in the roar of the elements. The whistle saves one's temper, one call for the cook, two for the butler, etc., is useful.
10. An umbrella is a most useful protection against rain out shooting, and specially in Gulmarg; also two common ones for servants.
11. Solah lopee—small for Kashmir, bigger for Indus Valley and early marches in.
12. Folding-up drinking cup for marches.
13. Waterproof coat for self and servants, Gulmarg.
14. Waterproof sheets for every load of bedding, including servants; a cloth lining inside saves wear and tear.
- 14a. Coloured spectacles.
- 14b. Mosquito nets.
15. Folding indiarubber bath.
16. A light bath, fitted inside with a removeable basket.
17. Goloshes.
18. For snow, fur-lined loose golosh boots.
19. For cold in tents, fur-lined loose long boots, made of *puttoo*, with *nimbah* soles made in Srinagar.
20. A few curtains and doorchicks for Gulmarg and elsewhere.
21. Spring candlestick with globe or reflector.
22. Strong camp lamp. One good reading lamp.
23. Candles.
24. Some good padlocks.
25. Air cushion for tonga, or dandy (for ladies).
26. Hot-water covered bottle—for cold feet.
27. Keating's Insect Powder.
28. A small *mussuck* or *chagul*.
29. Saddles for both sexes, crupper and chest band.
30. Extra horse shoes and nails.
31. Ammunition for any special bore of gun or rifle.
32. A small portable kerosine heating stove.
33. Medicines. (See appendix.)
34. A waterproof or canvas bag for carrying cloaks, etc., on march.
35. Two lightly made-iron tripod circles or squares, with rod legs, very light, useful for cooking decksheets where stones are not procurable.

Clothing.—One is reminded of the quotation—

" And pray, how was the Devil dressed (t) ? "

" Oh, he was in his Sunday best ;
His coat was black, and his * * * * *

Formerly little was taken and little expected ; now much is required. The dresses at the Residency Garden parties, the races and cricket matches are very smart. For men, specially those only on sport intent, cheap *puttoo* clothing will be found useful ; yet nothing beats a good English suit for durability, usefulness and neatness.

A dress suit and lounge coat are now required, also cricketing and tennis clothes. Mess uniform is worn at Public State dinners.

An English tailor has opened a business in Srinagar, who also turns out dresses.

Boots.—For walking, each person buys or brings his own experience to bear. Many visitors from different parts of India have never seen or used chaplies and leather socks ; and probably only those who have marched before in the Himalayas have worn the grass-shoe. I would recommend each pedestrian to wear the boot that suits him best—the common alpine or ammunition boots. At Srinagar, he can have his pick of chaplies. In shooting and for all dangerous ground, he will probably adopt the grass-shoe and cleft stocking. When once trained to the use of this simple shoe, he will, probably, never discard it until his return to the capital.

Books.—At Srinagar is a library well stocked with books, and visitors are allowed to take out volumes into the district. " *Ialla Rookh* " should be taken and read in the " Great Shalimar."

For Marching.—*Kiltas* (Ali Baba jars), long shaped baskets, covered with leather, are most suitable for coolies. Some are procurable at Rawal Pindi, Murree and of course Srinagar. Next come mule trunks, known as *yakdans*, useful for everything, specially for ponies

and mules. They can also be carried by coolies. They are more or less waterproof and can be procured at Cawnpore, Lahore and Kashmir. Every traveller will do well to purchase one or more pairs.

Servants.—A cook, khidmutgar and bheestie are absolutely required. A family should take their own servants. The comfort of a trip depends largely on the domestics, and their capability for work when marching under altered and difficult conditions. Servants of all sorts are procurable in Kashmir. Portuguese butlers and cooks stand the climate and the cold wonderfully. I have employed such for years. Some drink, and one often sees intoxicated servants in Srinagar and Gulmarg.

Maps.—Two maps go with the present guide: One, 4 miles to the inch, gives a special route described in Chapter XX. The other, 16 miles to the inch, comprises the whole of Jammu and Kashmir. One sees at a glance the relative positions of all the places of interest to the traveller and sportsman.

India Atlas sheets, 4 miles to the inch, numbered, are all obtainable from Thacker, Spink & Co., Calcutta, and other publishers. One need only write and ask for the sheet or sheets containing the places or district to be visited. Plain sheets cost only Rs. 2 each; mounted and folded in book form Rs. 4. Those mounted will last a life time.

Money.—The Imperial rupee only is now current. The Kashmir currency was abolished by Mr. Kiernander, the first Accountant-General.

Kashmir coins—Were chiefly silver and copper; two silver coins were current in the valley. A Chilkee rupee, worth ten annas, which was introduced by the late Maharajah Runbeer Singh; a Haree Singh rupee, worth eight annas, introduced by Haree Singh and small copper pice, ten of which at times, and now eight, go to the British anna. The Haree Singh is a blunt copperish looking coin, and has the letters I. H. S. stamped on it, surrounded by a rough x.

Respecting this inscription, there are two versions :—

I. Some say that a Native Christian in the employ of Haree Singh suggested the idea. The Sikh Governor asked him what talisman was most powerful amongst Christians. He gave in answer the three letters I. H. S. (Iesus hominum salvator) and the x.

II. Another report is that Sir Henry Lawrence told Golab Singh about the letters.

Anyhow, the letters were stamped on the coin as a sort of talisman. All kinds of talismans had been tried before, the Indian Swastika, the Maltese, Solomon's Seal, etc., but all had failed. This talisman was found to answer.

The Punjab Banking Company, Srinagar, is a great convenience to visitors, where all monetary affairs are transacted. There are also several local bankers.

Postal Stamps.—Kashmir stamps are no longer used, the Imperial postage having taken their places. The Post offices everywhere are under the Imperial Postal Department of the Punjab, with the accompanying advantages. Post offices are now working all over the Valley and the approaches to it, as well as at Gilgit, Ladak—a very great convenience to visitors, (for list see appendix). The mails travel by the J. V. Road.

Telegraphs.—The Imperial system now extends from India to Gilgit, via Murree. The State lines are still worked from Jammu to Srinagar, Ladak (for list of offices see appendix). The linking up of Gilgit and Leh with Srinagar, makes these places less isolated than formerly.

Expenses of a trip to Kashmir.—(See appendix).

Riding.—Yarkundi ponies, great weight-carriers, are purchasable in Kashmir and good animals are often to be picked up. People living within reasonable distance of Rawal Pindi, Bhimber or Jammu, should march or rail their animals to these places. Riding saves much expense in Jampanies, for ladies and children, old enough to be mounted.

All the routes mentioned can be ridden. A donkey with panniers is a cheap way of carrying children able to sit up. Both cots and dandies require good protection against sun and rain.

Loading.—When marching in Kashmir, one should personally test each coolie-load and ascertain that it is not too heavy. The recognized weight is 25 seers (50lbs.), though picked coolies, when marching by contract for traders, do carry much heavier weights. For greater weights that cannot be lessened, for awkward loads, long tent poles, etc., an extra two annas should not be grudged to the human carrier. Ponies are often cruelly overladen. For difficult places, ponies cannot be used, and all who desire to see the beauties of Kashmir as they are, must visit such places. Every cooly and pony should take the same load day by day, to avoid confusion. A little kindness is always appreciated. In calculating the carriage needed, don't forget your servants, syces and horse baggage. On the daily march, it is wise to tell off the cleanest coolie to carry books, coats, etc. The coats and rugs should *always* be put into a canvas, or, waterproof bag, to prevent their infection by *vermin*. Bedding should be tightly rolled, and completely covered, for the same reason. In cool weather, breakfast half way, is a good plan for dividing a march. A milch goat forms an excellent portable dairy. It is an animal worth purchasing, specially for sportsmen, in out-of-the-way places.

CHAPTER XII.

SRINAGAR — WOODEN HOUSES — FIRES — FILTH OF AGES — MODERN IMPROVEMENTS — VISITOR'S FIRST ARRIVAL — QUARTERS: CAMPS — THE TAKHT-I-SULIMAN — THE RESIDENCY — LIBRARY — HARI PARBAT — THE CEMETERY — DOWN THE RIVER — THE DAL, OR CITY LAKE — GUPKAR — BY ROAD, MUNSHI BAGH TO HARWAN WATERWORKS — THE MOUNTAINS ABOVE THE DAL.

SRINAGAR, Survea Naga, the city of the Sun, the Capital of Kashmir proper, as distinct from Jammu, was built by Raja Pravarasene about the beginning of the 6th Century. It is near the centre of the Valley, being 34 miles distant by land from Baramula and Islamabad, respectively, West and East. It is 55 miles distant by road, from Vernag, the extreme east end of the Vale, at the foot of the Banihal Pass. Its elevation is 5,250 feet above the sea, the houses are said to number 20,000 and the population is about 120,000. The City is built on either bank of the Jhelum, covering in length an extent of about two and a quarter miles. The suburbs on the North side stretch back for a considerable distance. The houses are mostly built of wood, and fires are of frequent occurrence. In the great fire of 1892, 1,300 houses were burnt down, the disaster being followed by a terrible visitation of cholera. In 1898 the Maharajgunge bazaar, the Emporium of Kashmir work, was destroyed and gutted by fire. Formerly, the city was rarely visited by Europeans, and a second visit was never paid, for the filth and the stench in the street were intolerable. Of late years, specially since the recent outbreaks of cholera, sanitation has rapidly advanced. The streets of Srinagar now compare favourably with any other city,

though, of course, a vast deal remains to be done in the sideways and alleys. A great deal of money was spent by the State in 1901. One must recollect that Srinagar, and Kashmir generally (for the villages in some of the most lovely spots in the world are still in a very parlous state) has existed for centuries surrounded by filth ; and, as was truly written in 1892, of the inhabitants of their chief city, they breathe filth, sleep on it, are steeped in it, and are surrounded by it on every side. They have however, now, no occasion to drink it as before, for a pure water tap supply is available at all points. The cleansing of this Augean Stable, though tedious and lengthy is nevertheless being slowly accomplished.

On his arrival at Srinagar, the visitor is generally waited on by the Baboo in charge of visitors, and is asked to record his name and address in the book. The Baboo's residence is near the Mail Cart Stables, at the end and back of the Chenar Bagh. He is an authority on most points affecting the interests and comfort of visitors, and from him can be obtained a copy of local rules for travellers, in force at the time; He also assists in procuring transport. He was formerly the referee on all points connected with the price of articles, copper, silver, etc.

The bungalows formerly set apart for married people, as well as bachelors, have practically ceased to exist. Even the barracks are now permanently occupied. At present the five houses on Sir Amar Singh's estate at Gupkar, four miles from the first bridge, are the only buildings available. They are well situated, with a charming view of the lake and are most enjoyable residences for the spring and early summer. But in July and August the heat is enervating and the mosquitoes are troublesome. It is probable, in the near future, that more houses will be built for renting, by private individuals, native gentlemen. In the meantime house-boats, some quite palatial in size, take their place. Then,

too, the Srinagar hotel, built by the Durbar, rented and opened by M. Nedou in 1900, supplies a long-felt want. The visitor has therefore the choice of tents, a house-boat, a doongah or country boat, and the hotel. The camping ground for bachelors is the Chenar Bagh, where there is grand shade, but the ground is often flooded. For married visitors, there is the Munshi Bagh, with its limited shade and the Sonawar Bagh beyond, on the Islamabad road. The Nasim Bagh on the Dal is a favourite place with many. The three needs for the European quarter, are—a good dairy, a market, and a bridge across the river opposite the Munshi Bagh. All will come in due time. The tap water-supply is now excellent and safe.

Before he is finally settled, either on land or water, the new arrival is generally beset by numerous Kashmiri tradesmen, soliciting orders for the many goods Kashmir is justly celebrated for, and which will afford the visitor a good opportunity for the exercise of both judgment and temper. Of the many interesting places in the Valley, the Takht-i-Suliman should be first visited, as it gives at once a clear view of the City and its suburbs, as well of the glorious mountain range which surrounds it on all sides. The Takht-i-Suliman, or throne of Solomon, is 6,263 feet above the sea, and, therefore, a clear thousand feet above Srinagar. It is a pleasant climb before breakfast in the cool of the morning, and, a week's daily practice will help to train one for harder work. The usual ascent is made from the gap beyond the Mission Hospital. Another path leads up from the Gupkar Kotul, third mile stone. This is short and fairly easy. A third runs up from the Gograbul spur. By way of change the ascent can be made by the Western spur; the return by the Gupkar shoulder making a pleasant diversion through the pine forest on the left, and on to the Kotul, whence it is only a mile and a quarter to the Munshi Bugh. This would cover about four miles including a climb of 1,000 feet. Strong boots

are needed for the Gupkar side—a sun hat for the summer, and a coat or cloak, to avoid a chill when sitting watching the view from the summit, as the climb makes one warm. A pony can be ridden up much of the Western path. The gradient below is a zig-zag, then easy on shoulder, next a steep portion, another level and a final climb. The ascent by the road usually takes 35 to 40 minutes, though an active young political is said to have made the record time of 20 minutes—library to summit. The age of the temple on the top is a matter of dispute. The original structure is said to have been erected by Jaloka, son of Asoka, B.C. 220, and the date of the modern building is given as A.D. 238. It is raised upon an octagonal base of solid masonry, and is approached by stone steps on the Eastern side. On entering the outer arch or gateway, one ascends a flight of narrow slippery, limestone steps. The temple itself is small, with massive walls eight feet in thickness. The roof is supported on four octagonal limestone pillars. In the centre is a black polished lingam or stone of colossal size. This lingam is of recent date, the original having been broken; and the road on the west side is said to have been improved, to allow of this enormous weight being carried up. The Priest who supplies the stone with oil, flowers, &c., lives below; but is generally present to receive any visitor, in the hope of reward. On the South-west side, is a stone tank and other ruins on the north. But let us step outside on the stone platform, which surrounds this curious edifice, and slowly take in the scene that lies around and below us. During his brief visit to the Valley in 1859, Sir R. Temple spent all his spare time in composing a panoramic view of the Valley from this spot, producing a wonderfully interesting picture. This drawing holds good now as then, with the exception of a few additions to the suburbs. If the visitor owns a copy of this book, or can borrow it, he should

certainly carry it up with him. Part of the interest in such a view as this surely lies in making out all the chief points compassed by it. It is difficult for a stranger to the country to do this ; but once fix a certain peak, pass, or spur, the details can be filled in by the aid of a map. On a really clear morning or evening, when the snow lies deep on the mountains, this view is probably one of the finest in the world. The grand panorama stretched before us comprises nearly the whole Valley, from the City to the Wular Lake, from the river, winding in those curious, artificial looking curves that suggested the Kashmir shawl patterns, to the serrated profile of the snowy Pir Panjal Range. To the North and West, mountain rises over mountain, peak overshadows peak, in wild grandeur. The precipitous mountain wall that overlooks the City Lake is topped by the triple peak of Madadeo, while the snowy cone of Haramukh just appears above the mountains bordering the Sind Valley. Looking South-east, the fine peak of Wastarwan juts out far into the Valley, while for a hundred miles, South-east to South-west, stretch the sharp peaks of the Pir Panjal Mountains, standing clear above the dark pine clad valleys below them. At the east end of this chain, the long low-level ridge marks the Banihal Pass (9,250') West of this stands up the Soondur Tab (12,700'), which overlooks, on one side, the Banihal Pass, and on its West, the other level depression of the range, the Mohoo Pass (10,790'). Beyond the Mohoo depression (W.) rises the Degam Peak (14,952') ; and the dip still Westwards is the Goolabghur Pass (12,530'). Immediately overlooking it, still Westwards, are the three Brahma Sakal Peaks, (all over 15,000'), a grand group of summits, whether viewed from the Panjab or Kashmir. The Kosur Peaks lie in close proximity to but beyond the Konsa-Nag Lake, 12,000 feet above the sea-level. The depression to the right marks the Valley of the Veshau River and the Konsa Nag Pass. A little further Westward is a gorge, which shows the approach to the Budil

Pass (14,120'), the second highest* of all the passes leading out of the Valley. Further to the right, almost due South, we see the low gap of the Aliabad or Pir Panjal Pass (11,400'), leading to Gujarat. The Chittapani and Chhoti Gali Passes lie to the right, and, beyond them, the cone of Tura-Kute (15,540'), the highest point of the Pir Panjal, rises out of a serrated mass. Then comes the Toshi Maidan, then the dip which marks the Ferozepore Nala and Pass to Poonch. Further Westwards is the camel-back mountain of Apparwot (13,500'), overlooking the dark ridges of Gulmarg, gradually descending towards the opening of the Baramula Pass. Beyond Baramula, the jagged summits of the Kazi Nag Mountains rise clear and defined, and filling in this vast and beautiful circle is the cloud-like snowy range of Khagan.

To the South, immediately below, lies the Munshi Bagh, its houses and roads, the Cottage Hospital, the Church, the Residency, the Polo ground, the remains of the straight Poplar Avenue, with the Hotel in the centre to the right, the line of the Chenar Bagh, all neatly mapped out. The chief new additions since Temple's time are, the Church, the Hotel, and the Silk Factory—across the river beyond the City S.S.W. The road to Baramula can be seen for many miles stretching West, a streak of young poplars. One also sees how completely the City is surrounded on all sides by swamps, which no doubt help to make it unhealthy. Turning towards the Dal Lake, all the points of interest mentioned later on can be made out, the open pieces of water, the floating gardens, the Perimahal, the Nishat Pavilion, and the dark foliage that indicates the position of the Shalimar Nasim Baghs, the Isle of Chenars—all the localities described in "Lalla Rookh."

Hari Parbat.—The Fort on the Hill of Hari Parbat is worth a visit, on account of the view obtained from

* The Chittapani Pass (14,540') is the highest of all the Kashmir passes.

it. Hari Parbat is an isolated hill 250 feet above the lake, surmounted by a fort and wall. Standing to the North of the City, it is a conspicuous object. It marks the position of the City and can be seen for twenty miles from the West side of the Valley. The road from the Munshi Bagh passes under the West side of the Mission Hospital, through the village of Drogjan, over the Dal gate bridge. It then continues along the bund, turns to the right, crosses the Nal-i-mar Canal to the Fort, visible ahead. The fort and wall were built by Akbar, A. D. 1590, to overawe the Capital and protect the treasury. The interior is disappointing. The view from the summit is very fine. The City, spread out on the South, resembles a green carpet, for the roofs of the houses are clothed with grass and other plants, and by the aid of a pair of binoculars every building of interest may be easily distinguished. The Takht-i-Suliman stands out boldly on the South-east, while on the East lies the Dal or City Lake, which is here seen to the best advantage ; on the Southern side of the hill is a stone mosque, a large irregular mass called the Akhun Mullah Shah Musjid, after the tutor or spiritual guide of the Emperor Jehangir ; to the West of this is the shrine of Shah Hamza, otherwise Makhdum Sahib, which is of great sanctity among the Mahomedans ; and on the Northern side of the hill is a large and irregular mass of rock, which has been dedicated by the Hindus to Vishnu ; it is covered with red pigment, and is much frequented by the Hindu community as a place of worship. If the traveller at starting sends his boat round to the foot of the hill on the Dal, he can return by water.

Having seen the great panorama from the Takht, and the more limited view from the Hari Parbat Hill, a few places of interest about Srinagar may be noted. The Residency stands in a large enclosure on the river's bank, between the Library and the Post Office. It is a handsome double storied building, with a fine hall and

central staircase. The gardens are well shaded by chenars. Above it is the Library and new Recreation-room opened in 1901, together with Tennis and Badminton Courts. The Library is well stocked with books; the Golf Links adjoin the Hotel. They consist of 9 holes, and, owing to the limited space, run backwards and forwards in an annoying way, but are very easy. The golfer should always bring his clubs, for the 18-hole link at Gulmarg is one of the finest in India. The Munshi Bagh is still used as a camp, but the shade is limited. The Sonawar Bagh, half a mile higher up, is generally crowded. The Poplar avenue, which runs in front of the Hotel, was originally planted in 1809 by the Pathan Governor of Kashmir. It is a mile and a quarter in length and was used as a race-course. The poplars were cut down in the nineties and young cuttings are now growing. The avenue also contained 15 chenars, which still remain. The Post Office and the Tonga terminus are opposite the Hotel on the other side of the Polo ground. Below them, on the river's bank, are the two last of old style of houses, now occupied by the Secretary of the Game Laws, and the Gilgit Transport Office. Below these houses are the shops and agencies, the Panjab Banking Company standing a little back. The Government Telegraph Office is just behind it. On the opposite side of the river is the old picturesque house, the Lal Mandi, formerly used for banquets and occasionally for distinguished guests. The Duke and Duchess of Connaught were put up here in 1884.

It is now the State Museum, and contains sufficient of interest to make it worthy of a visit. One must cross over by boat. This shows the necessity of a bridge over the river at the Munshi Bagh, which would open out the country on this side, and allow of extra rides and walks in the direction of Shupiyan and Pampore, and also give short cuts to the Silk Factory and the State Hospital. To reach the Silk Factory the road crosses the first bridge, then turns down the interesting

bazaar to the left, skirts the right of the parade ground ; and the factories are about a mile ahead, lying on the left bank of the Dudhgunga river, which is bridged here. The houses of the Staff are on the left of the road. The steam whistle of the factory, calling in the labourers, is daily heard for several months while the machinery is working.

By the middle of June, the exodus of visitors commences, for the heat, mosquitoes, etc., in Srinagar are trying, and genial climates are at every hand. Some, the majority, make for Gulmarg (8,500'), a bracing climate spoiled only by rain, others go to the rival colony at Pahalgam, two marches up the Liddar Valley.

Down the River.—With a view to describing the chief points of interest, let us start at the upper end of the Munshi Bagh, where a side channel, or ditch, separating the Sonawar from the Munshi Bagh, joins the right bank of the river. The first two are State houses,* privately rented. No. 3 is an old style double-storied building occupied by the Mission—Drs. Neve. Then comes the modern Queen Anne style house of the Settlement Commissioner. Next are the barracks in two blocks ; then the Accountant-General's quarters, and beyond, the new-style villa of the State Engineer. Below, two old-fashioned bungalows, and the modern dwelling of the Military Instructors. Behind this are the Church and the Chaplain's house. The channel running to the Dal Lake joins in on the right, guarded by flood gates. A little below stands the Library and the Recreation Room, with a covered way over the river. The Residency, standing back in its own grounds, comes next—a double-storied building built in 1886 to replace the old single-storied house rendered unsafe by the earthquakes of 1885. Below it is the island, the East end being occupied by a Faikir's quarters, and the rest often used as a camping ground.

Below the Residency come the Residency Clerks' and Vakeels' quarters, then the Post Office and Tonga terminus adjoining. Two more old houses, relics of the past, are next, now used as the offices of Secretary, Kashmir Game Laws and the Gilgit Transport. Then come the shops and agencies. Between the first two shops the Panjab Banking Company lies back in a large compound, and behind it, across the road, is the Government Telegraph Office. Across the river (left bank) is the Lal Mundi, now the State Museum. The new house adjoining belongs to the Revenue Member of Council. Below the Museum is the State Civil and Military Hospital—a fine double-storied building, fitted up to modern requirements, and open to inspection. Beyond are the houses of the Chief Medical Officer, Kashmir, and the Chief Justice.

Opposite the Museum (right bank) is a large enclosure known as the Shekh Bagh. In the centre is a large building, once a mosque, then an English Church and now used as an office by the Public Works Department. On the east side are several State houses occupied by the missionary clergymen and ladies of the Church Missionary Society. In the South-west corner is the European cemetery, consecrated by Bishop Johnson of Calcutta in 1867. It then contained 14 graves; in 1887, 42, and in December 1901, the number had increased to 115. One is glad to see that the cemetery is now kept in very good order. Below it, facing the State Hospital, is the High Court of Kashmir. The city of Srinagar now commences, and one soon passes under bridge No. 1, the modern, unhandsome structure put up after the floods of 1893. It is built partly of stone, brick and deodar. At the north end is a small drawbridge, put up at the special request of H. H. the Maharajah to permit boats passing at flood water. As one clears the bridge the palace comes into view. On the right, the Royal barges, steam-tugs and fire-engine are moored. A little below the bridge one gets a

very perfect view of the river, for a stretch of some 800 yards, to the second bridge. Above the palace are some curious old houses, and below them the modern building for the Private Secretary. The Royal Palace itself is a mixture of the old and modern, an immense building, which, with offices, extends as far as the Kut-i-kul Canal. In the old portion is a very fine durbar room, with panelled ceiling, and other large rooms, where State entertainments are now held. The more picturesque and old portion is handicapped by a new style of architecture, and reminds one of the saying of "putting new wine into old bottles." The Maharajah resides here while in Srinagar. A visitor's book is kept at the private entrance, which is near the gold-beaten roof temple. Below the palace, two canals open out from the river on either bank. The channel on the left is known as the Kut-i-kul, that on the right as the Sunt-i-kul, the (left) Kut-i-kul passes through the S.-W. portion of the City and re-enters the river below the sixth bridge. It was deepened, as a sanitary work, in the winter of 1901. When the river is in flood, house boats and doongahs coming up the river generally follow this canal to avoid the great rush of water which pours through the narrow city bridges. Hadow's well-known factory can be reached by this canal. The pretty modern house, overlooking the entrance, completed finally in 1900, is the summer residence of Rajah Sir Amar Singh, K.C.S.I.

The canal to the right, the Sunt-i-kul, leads up past the Chenar Bagh, the bachelors' sanctum, to the entrance of the Dal Lakes, whence its water is derived, and on to the river, above the Library. A quarter of a mile above the entrance are flood gates of modern construction, closed during big floods, and stopping all traffic. Beyond it is a bridge leading to the city. Further up, the channel turns to the right. From this point is a view towards the Chenar Bagh that is often painted. Above the skeleton bridge is the Chenar Bagh, with its

grand trees and cool encamping. A good deal of boat-building is carried on here nowadays. The kerosine tin domed temple on the left and dense foliage on the right form a good picture, a fine combination of wood and water. Beyond the Chenar Bagh, the canal again turns to the right and makes for the Dal gate, opposite which are some very fine Chenar trees. The Mission Hospital looms in front. The canal continues on under this, through the bridge at the head of the Poplar avenue, and rejoins the Jhelum half a mile ahead. The State houses adjoining are those of the Superintendent of Telegraphs, the Residency Surgeon, the First Assistant; on the left that of the Chaplain and the Church. When the river is high, this new waterway is most convenient for people bound for the Dal Lake. The channel was deepened in the winter of 1901. To return to the river:—The Basant Bagh is just below the Sunt-i-kul, and is an open space of ground, with a handsome frontage, composed of lime-stone slabs, the ruins of the mosque, Hasanabad, on the Dal Lake. The large modern-looking house on the right belonged to a former Governor of Kashmir, Sirdar Roop Singh. The second bridge, with four piers, was formerly lined on either side with shops. These were burnt down in 1870 and have not been replaced. Below it, on the left, is the largest modern temple in Kashmir—the Mian Sahib ka Mundir. A Buddhist inscription of a very ancient date will be found upon the face of a stone adjoining the Mallikyar chat, a little below this temple, from which impressions have been taken by different experts. It is only visible at low water. As the boat glides slowly down with the stream, one sees that Srinagar is a very picturesque town. Nearly every dwelling is double storied; many of the larger have three and four stories. The quaint grouping of the buildings, the finer balconied houses of the rich, the frail tottering tenements of the poor, the airiness, the irregularity of all, help to form a city interesting and unique. The city

is supported on each side by an embankment which, at one time, extended from the first to the last bridge. Now it is very imperfect, and, like the edifices, broken and tottering. This embankment is a curious ruin, in that it forms a standing though silent record of iconoclasm ; a grave where the Mahomedan first and greatest, and, later the Hindu, uprooted, destroyed, and then finally buried the emblems of each others creed. For in it are jumbled incongruously, elegant cortices, corner stones of temples and mosques that have fallen forever. Above the third bridge are the warehouses of several well-known shawl merchants and bankers, whose names are posted in large English letters above their respective shops, their owners clad in snowy white ready to sell their very fetching wares at the most advantageous prices. Further down, on the left bank, is the High School, of which the Revd. C. E. Tyndale-Biscoe, a reformer and a true missionary, is principal.

The Shah Hamadan Masjid is situated on the right, just below the third bridge ; it is one of the most celebrated mosques in Kashmir. Inside it there is a Persian inscription which runs thus : "All temporal and spiritual good can be obtained by being a follower of Shah Hamadan ; he has control over all the affairs of this world ; whoever doubts this shall be blinded." Another reads thus : "Oh my soul ! If thou wouldest obtain thine object in this world and the next, go to the gate of Hamadan ; by going to that gate thou shalt reach heaven ; this gate is a symbol of the heavenly throne." The top of it commands a comprehensive view of the city. Like all the mosques of Kashmir, it is built of cedar with a golden ball on the top instead of the Mahomedan crescent ; ornamental bell flowers, carved in wood, are hung around the projecting roof. If the visitor wishes to see the interior he must remove his shoes.

The Bagh-i-Dilawur Khan is an old Pathan garden, about five minutes' walk from the ghât, adjoining the

Shah Hamadan, and is situated on a branch of the Dal Lake, from which it may also be visited by the Nalla Marhanal. It is about 128 yards long and 70 yards wide and is interesting to the visitor as having been the residence of the travellers Hugel, Vigne, and Henderson, during their stay in Srinagar in 1835. Jacquemont also stayed here.

The No^o, or Patar Masjid is on the left bank of the river and nearly opposite the Shah Hamadan ; it is still a very fine building of polished limestone, and was built by Nur Jehan Begum—the beautiful Nurmahal, or Light of the Harem, of Lalla Rookh : its interior is divided into three passages by two rows of massive stone arches, which extend from one end to the other. It is now used only as a granary, and why ? Because it was built by a woman, and, I have heard also, because it was doubtful whether she was a "Suni." The outhouses are now used as a State dispensary.

Adjoining the fine old ghât leading to this mosque is a burial ground, where three or four massive fluted limestone columns are lying about ; and near them is an old zearut, called the Haji Ahmed Khari.

The Zaina Kadal is the next or fourth bridge. The Shaik Mussa-ke-Mausjid is just below it on the left.

The Badshah, one of the oldest and most interesting ruins in the city, is built of brick and is situated on the right, just below the above bridge ; it is the mosque of Zainul Abodin,* who, as previously stated, lived in the early part of the 15th century, and was the eighth and most renowned of the Badshahs or Mahomedan Kings of Kashmir. Shawls are said to have been first made in his reign by weavers brought from Turkestan, and the Lanka on the Woolar Lake is attributed to him ; the adjoining bridge and many other places in the country also bear his name. The tomb surrounded by many others, said to be those of relatives, is placed in an inner

* Son of Sikandar, the Idol and temple destroyer.

enclosure on the left, a very modest resting place for one of the greatest of the Kashmir kings. The brick mosque in the outer enclosure is surrounded by a massive stone wall, having a fine arched entrance on the South-eastern side; on the North-western side, and near the middle of the wall, is a raised tomb, about 3 feet high, upon which is a flat stone, 2 feet wide, bearing an inscription written by order of Moorcroft the traveller, and recording the conquest of Kashmir by Mirza Hyder Goorkhān, a relative of Aboo Said Khan, Bidshah of Yarkund, and foster-brother of the Emperor Humayun, with 400 cavalry from Yarkund, *via* Ladak, about A.D. 1512, and again with 450 cavalry from Lahore, about A.D. 1520, as previously mentioned.

The Jumma Musjeed or Great Mosque, is about eight minutes' walk from the Bashah Ghāt; it may also be reached from the Mar Canal. According to the inscription outside the entrance, it was built by the Emperor Shah Jehan. It is a very large four-sided building, with an open square in the centre, and a wooden steeple in the middle of each side. The roof is supported by wooden pillars, each formed of a single deodar tree more than 30 feet in height. These pillars rest on stone bases, the height of the whole column being about sixty feet. The grand unique deodar supports of this mosque make it worthy of a visit by all, and it is really one of the best sights in the city. On the West side, a fine gothic arch opens from the square to the altar, over which the roof is higher than in any other part. A winding narrow staircase leads up to the highest point on the roof, whence the view, on the whole, is disappointing. The water of centre square is now supplied by the Harwan works. It was originally brought in from the Sind Valley. Outside the western wall of the mosque, there are several Chak tombs; amongst which is a small miniature temple with four sides, each of which is supported upon

a fluted stone column. The roof of this temple is divided into three tiers by horizontal bands—an innovation on the rules followed in other temples. About four minutes' walk to the North-north-west of the mosque, and just beyond the ruin called the Pir Haji Mahomed, there is a very large Chak burial-ground, containing many curious and ancient monuments. The Chaks, as previously mentioned, were a noble family, and some of them became Kings of Kashmir.

The Maharaj Gange Bazaar adjoins the Badshah Mosque. It was destroyed by fire in 1898, but is now being re-built on wiser principles, with a fine frontage and good approach, and will, ere long, be in working order again.

The Raintan Shah ke-Masjid is an old stone building on the right, immediately below the next or fifth bridge. It bears a peculiar inscription in the Nagri character, supposed to be Bhuddist, which may be found upon the end of a stone in the middle of the outer side of the western wall, about 6 feet above the ground. The Wysee Sahib-ke-Zearut is just below this building.

The Búlbúl Lankar is a very old wooden mosque on the right, about 200 yards below the fifth bridge ; it is thought to have been the first erected in Kashmir, and to contain the ashes of the fakir named Búlbúl Sháh, by whom Mahomedanism is said to have been introduced into the country in the 12th century : trees are growing through the roof of the building, which is in a ruinous and neglected state.

The Naya Kadal is the next or sixth bridge, and about 300 yards below it, on the right, is an old brick building called the Dúdmood Khan ke-Masjid. Just below this again, on the same side, is the mansion of the late Pundit Raj Kak, the minister of shawls, to whom was attributed the serious outbreak of the weavers in Srinagar, on the 20th April 1865. The kerosine tins that cover the domes, look very effective in the sunshine ; and, close by, the new temple built by his son Pundit

Ram Ju in 1880. On the left, the handsome building is the State Zenana Hospital, opened in 1899. It is now under the care of an experienced lady doctor, a skilled operator; and supplying, as it does a great want, has a good future before it.

The Thaggi Baba-ke-Zenut, or Mallick Sahib, lies below and immediately above the junction of the Kut-i-kul Canal with the river; it contains eight marble tombs, and some exquisite specimens of lattice-work in plaster of Paris, which, however, were much injured by the earthquake in 1885.

The Eedgah, the place at which the great assemblies of the Mahomedans are held during their religious festivals, is about ten minutes' walk from the ghât called Luchmanjew-ke-Yaribal, which is on the right, and about 100 yards above the last bridge or Suffa Kadal: it is a beautiful park-like plain, smooth, level, and carpeted with fine grass, about a mile in length and a quarter of a mile in width, surrounded by large trees, and bounded on the East by the Mar Canal; it is the prettiest spot about the city, and has been well compared to an English village green. At its northern end there is a fine old wooden mosque called the Alli Masjid, which is half concealed by some of the largest chenars in Kashmir, one of them being, in 1865. 32 feet in circumference; the roof is flat, and supported by four rows of polygonal wooden pillars, each resting upon a plain triangular stone pedestal. Upon the floor, near the Western wall, there was a stone slab, bearing an Arabic inscription stating that this Alli Masjid was built in the time of Sultan Hassain Badshah by Kaji Hasti Sonar, about A. D., 1471.

The Suffa Kadal is the last or seventh bridge; just above it is the Yarkund Serai, the largest in the City, where Yarkund ponies and merchandise, chiefly nam-dahs, are procurable in the autumn. The bridge now is of more modern construction, with skeleton uprights. Immediately below it, on the left, is the Zearut of Shah

Naimatullah, which contains a stone slab with an inscription upon it, stating that the adjoining bridge was built by Saif Khan in A.D. 1664; hence its name. Four hundred yards further down is the mouth of the Dudianga or the Chassa Kul, and below it again is the Noor Bagh—the place of execution—where the old gallows formerly stood.

If the water is high enough, the visitor may return by the Kut-i-kul Canal, which enters the left bank of the river immediately below the zearut of Thaggi Baba; it intersects the Southern portion of the city and is crossed by several bridges, the principal of which is the Tainki Kadal near the Sher Garhi, where it rejoins the river.

THE DAL OR CITY LAKE

"Oh ! best of delights, as it everywhere is,
To be near the loved *One*,— what a rapture is his,
Who in moonlight and music thus sweetly may glide
O'er the lake of Cashmere with that *One* by his side !
If woman can make the worst wilderness dear ?
Think, think what a heaven she must make of Cashmere."

This is the modest opinion of Moore, and when the moon shines brightly as then the charm of the Lake is great as ever, to say nothing of the many places of historic interest which are associated with it.

Nevertheless, the visitor on first passing the entrance gate, may be disappointed at the somewhat delusive appearance of what, according to its dimensions, ought to be a splendid piece of water, for it covers a length of five miles with a width of two-and-a-half. More than half its surface is covered by belts of gigantic reeds, bulrushes, as well as by floating gardens. The open pieces of water are approached by lanes artificially cut through the reeds. The lake is fed by springs, as well as by one or more mountain streams, notably the Dachigam stream, and the Arrah River which now supplies the city with water. This small river rises in the Lake Mar Sar, which

is situated near the head of the Dachigam Nala, E.-N.-E. of Srinagar. When the Jhelum is high, the new channel just above the Library, connecting the river and the Suntikul Canal, which leads by the entrance to the lake, is usually taken—a paddle of 10 or 15 minutes only. If the river is very low, one has to drop down and ascend this canal from its opening opposite the palace, passing *en route* the Chenar Bagh, the Bachelors' encampment (see previous pages).

This will take a good hour or more. If time is an object, the boat should be sent round beforehand to, and through, the flood gate, the visitor walking, riding, or driving across from his quarters. This flood-gate is of ancient origin ; it is generally open. If the river falls suddenly, as it often does after a flood, the rush of water through the opening is great with a drop of a foot. Small boats are then frequently flooded and even sunk. On such days the bridge over the gate is often crowded by people, watching the exciting passage of the boats in and out. When the river rises in flood, the doors close of themselves, thus preventing the swamping of the gardens and land around the lake. In the late winter months the lake is dammed about 100 yards above the entrance, and traffic is stopped. The pool outside is a favourite place for bathing and fishing. Inside the gate are two main channels. The left leads due north to the Nasim and Shalimar Baghs, that bearing to the right runs almost straight to the fine open piece of water beyond the spur known as Gograbal, and on to the Nishat Bagh.

Nali Mar.—The Nali Mar canal turns off from the main channel, to the left a little beyond Drogjan, and enters the northern portion of the city. It is said to have been excavated by the Emperor Zain-ul-Abudin in the early part of the fifteenth century. The houses, some of which are very lofty, with good verandahs, the ghats and embankments, fringed in many places with trees festooned with vines, make the Nali Mar a very picturesque canal. The old-fashioned masonry

bridges crossing it here and there—two of them lined with shops—are very interesting, and it is a spot much favored by the artist and the camera. Vigne says “it could not but remind me of one of the old canals in Venice ; and, although far inferior in architectural beauty, is, perhaps, not without pretensions to equal singularity.” But, alas, when the water is low the filth and the smells were, and I fear still are, unspeakable. It empties itself into the Anchur Lake, by which a passage can be made to Gungerbal, on the Sind River, at flood time. Near its entrance to the city is the Dilawar Khan Garden, and near its exit the Eedgah, where great Mahomedan gatherings are sometimes held. The Jamma Musjid, as well as the Ali Musjid, whose roof, like the former, is supported by Deodar pillars, can be visited from this canal.

The main (N) channel continues on toward the Nasim Bagh, and this we will now follow.

Kraliyar is the name of the large village about a mile from the Dal Darwaza—our starting point ; there are several ruins and some very fine old ghâts near it, and good fishing may be had above the wooden bridge, which here crosses the canal. The State Prison and Leper Asylum lie away to the left.

The latter will hardly interest the visitor, beyond showing that, even earthly paradises contain a good share of lepers, who unfortunately, are often met outside their proper precincts.

The Naiwidyar is a stone bridge about half an hour's journey from Drogjan. It was built by the Moguls, and consists of three elegant arches ; there is a small marble slab on each side of the middle arch, bearing a Persian inscription.

The Sutoo is an artificial causeway extending completely across the lake ; it commences on the right of the Naiwidyar Bridge, crosses here, continues right across the lake, and terminates at the Southern side of the village of Isheebury, close to the Northern side

of the Nishat Bagh. It is about 4 miles long, the pipes conveying the water from the Nishat Bagh reservoir to the city are laid along its course.

Hasanabad is a fine old ruined mosque on the left, about 200 yards above the Naiwidyar. It was built by the Shias in the time of Akbar, and was composed of bricks and mortar, en faced within and without by large and elaborately carved masses of limestone, after the style of the Patar Musjid. The Sikh Governor Mean Singh, demolished it, and, as previously mentioned, the blocks of limestone were carried away to form the noble ghât at the Basant Bagh, opposite the Royal Palace. An interesting cemetery is attached to it, and near it, on the South, is a pretty little wooden mosque recently built by the Sunis, the rival sect of Mohamedans. This village was the scene of religious strife—bloodshed, fire, and wholesale plunder—which occurred in (1874) between the Sunis and Shias.

Above Hasanabad, a nala or channel in the reeds on the right leads to the Nishat Bagh. Near this diversion, a spot called Mirbari, is marked by two stones, which, according to boatman's lore, have special names, and represent men who have been turned into stone for punishment. The conical one on the left is called the Dhobee (washerman), the mushroom topped stone to the right, the Chattie Bananawala (matting maker). A little distance up a ditch to the right is a third mark, a double stone, with conical top. This is the Gujar (the milkman)—possibly the greatest sinner of the three.

The floating gardens are a good deal in evidence beyond. They cover a large extent of this portion of the lake, curtailing much of the open water. Melons, cucumbers, and specially tomatoes are raised on them in large quantities. Mr. Moorcroft thus describes their artificial formation :

" Some of the celebrated *floating gardens* will be seen about a mile beyond the Naiwidyar, covering a very

large extent of this portion of the lake ; they are chiefly devoted to the cultivation of melons, cucumbers, tomatoes, and are formed in the following manner :—

"The roots of aquatic plants growing in shallow places are divided about two feet under the water, so that they completely lose all connection with the bottom of the lake, but retain their former situation in respect to each other. When thus detached from the soil, they are pressed into somewhat closer contact, and formed into beds of about two yards in breadth and of an indefinite length. The heads of the sedges, reeds, and other plants of the floats are now cut off and laid upon its surface, and covered with a thin coat of mud, which at first intercepted in its descent, gradually sinks into the mass of matted roots. The bed floats, but is kept in its place by a stake of willow driven through it at each end, which admits of its rising or falling in accommodation to the rise or fall of the water."

These floating gardens increase annually, and the fine piece of open water beyond Gograbal is already considerably encroached on.

After crossing a channel of beautifully clear water, Hazratbal comes into view on the left ; and, ahead are the grand chenars of the Nasim Bagh. Far away on the right N.-E., one can see the pretty summerhouse of the Nishat, and, between the two, is a fairly fine expanse of open water.

Hazratbal or "Prophet's hair" (Vigne) is a large village on the western side of the lake, and a little more than half an hour's journey from the Naiwidyar. Though dirty as usual, it is decidedly picturesque. It is faced along its whole front by a flight of stone steps and is famed throughout Kashmir for its very sacred Zearut, which contains a reputed relic of Mohamet, in the form of a hair of the prophet's beard, enclosed in a small silver box covered by a glass lid. Four festivals are held here annually, during which the sacred hair or hairs are exhibited to thousands of the faithful, who assemble

from all parts of the Valley, and who breathe forth their aspirations while touching the glass with lips or forehead. The chief one occurs in August, when the lake swarms with boats of all kinds, which are filled with gaily dressed devotees of both sexes, of all ages, and of all ranks : the scene is very picturesque and well worth witnessing. The Feast of Roses was, in former times one of the most important of these festivals, and is so still, the whole city, including many members of the female population, turning out to enjoy the day.

The Nasim Bagh, or garden of delicious breezes, is a favorite camping haunt for visitors. It commands a fine view of the lake, with the largest piece of open water. The trees give grateful shade in the summer, and the autumn tints are wonderful. It is of course the Chenars that make the place. They numbered originally 1,200, and were planted by Akbar the Great. Vigne writing in 1838 gives some interesting particulars : "Akbar took Kashmir in 1588, and the trees were planted under his orders. A chenar will grow from seed, but will not thrive unless it be transplanted. I suppose them to have been transplanted into the Nasim Bagh, when they were only five inches in diameter, and this was done in the year 1590." In 1838, Vigne found the average girth to be 13 feet ; but that a good deal depended on situation ; two or three at the edge of the water being 22 feet in circumference. In 1901, therefore, these chenars were 313 years old. As giving an instance of fine trees, of recent growth, I may quote the eight chenars forming the avenue facing the entrance of the Residency Surgeon's house in Srinagar. These were planted or transplanted in 1887 and now, in 1901 in height, overtop the roof, with a good girth.*

* On January and, 1902, the measurements were as follows. :-
House.

1-66	5-56.
2-55	6-98.
3-60	7-58.
4-40	8-63.

On the Hazratbal side of the garden is a fine piece of grassy land covered with buttercups, and reminding one, more than most places, of a home meadow. On the northern flank are the ruins of an old pleasure garden, with walled terraces, named after Saif Khan. This Nasim has seen its best days. Many of the trees are top-sore, hollowed, and in the first stage of decay. But the view from the terrace across the water to the Shalimar, and upwards to the hollows under Mahadeo's fine peaks, clad in snow early in the season, and of the precipitous hills that overshadow the lake on the Eastern side, is very fine indeed. The Telbal or Arrah river joins the lake to the left of the Nasim. It is navigable for a short distance and contains some fish, including now probably some of the English trout imported and hatched by Mr. F. Mitchell.

In early spring the water of the Dal is somewhat turbid from the melting snows; but later on, as the summer advances, the water is deliciously clear and the aquatic plants are seen to perfection. The shadows of the mountains in the open water, beyond Gogabat, are most beautifully delineated on the surface. Indeed, its shadows and sunsets are the most charming features of the lake. The latter seem to have inspired Moore:

Oh ! to see it at sunset,—when warm o'er the lake
 Its splendour at parting a summer eve throws,
 Like a bride, full of blushes, when lingering to take
 A last look of her mirror at night ere she goes !—
 When the shrines through the foliage are gleaming half-shown,
 And each hallows the hour by some rites of its own.
 Here the music of prayer from a minaret swells,
 Here the Magian his urn full of perfume is swinging,
 And here, at the altar, a zone of sweet bells
 Round the waist of some fair Indian dancer is ringing.
 Or to see it by moonlight,—when mellowly shines
 The light o'er its palaces, gardens, and shrines ;
 When the waterfalls gleam like a quick fall of stars,
 And the nightingale's hymn from the Isle of Chenars
 Is broken by laughs and light echoes of feet
 From the cool, shining walks where the young people meet,

Or at morn, when the magic of daylight awakes
A new wonder each minute, as slowly it breaks.

The Isle of Chenars, the Rupa Tanka, or silver Island, stands prominent in the open piece of water, in a line with the Shalimar, a mile distant beyond it. The twin to it, the Sona Tank (or golden), is on the Gupkal side.

Both are said to have been constructed artificially in imitation of the island, formed by Zyne-al-abadin on the Woolar Lake.

The square occupies less than an acre of surface. Writing in November 1835, Vigne describes a small square temple with marble pillars and roof (once covered with silver), together with a garden filled with roses, stocks and vines. "It is," he continues, "too far from the Shalimar for the nightingale to be heard there, but from its central situation it would be an excellent place for the bust of Tom Moore, which I prophecy will sooner or later be placed there"—a prophecy still unfulfilled. In the same year, Vigne, Baron Hugel and Dr. Henderson met in Srinagar, and, to commemorate their reunion, a marble slab was engraved and, with the sanction of Ranjit Sing, placed in the Island of Chenars. Vigne adds: "It was still there when I finally left the Valley in December 1839, but it is extremely probable that the first of my countrymen who looks for it will find that it is gone. Should such be the case, I can not lose this opportunity of requesting him to replace it; and if he has the *esprit de corps* of a traveller there is no occasion to give him any reasons." As anticipated, the stone has long since disappeared. The inscription was as follows:—

Three travellers,

BARON CARL VON HUGEL, from Jamu,

JOHN HENDERSON, from Ladak,

GODFREY THOMAS VIGNE, from Iskardo,

Who met in Srinagar on the 18th November 1835,
have caused the names of those European travellers

who had previously visited the Vale of Kashmir to be hereunder engraved :

BERNIER, 1663,
FORSTER, 1786,
MOORCROFT, TREBROKE, and GUTHRIE, 1823,
JACQUEMONT, 1831,
WOLFF, 1832.

Of these, three only lived to return to their native country. But alas, the times have changed. The pavilion is no more. A mass of masonry in ruins fills the centre. Three chenars still occupy three corners, one of which, a fine tree, much hollowed out, forms at times the dwelling of a Fakir. The garden is a wilderness, and when I last visited the island, it was in a filthy state—a sort of public latrine.

"That evening (trusting that his soul
Might be from haunting love released
By mirth, by music, and the bowl)
Th' imperial Selim held a feast
In his magnificent Shalimar ;—"

The Shalimar.—Shah-il-imarat, or Royal garden or Shalibagh, as it is locally called, is in the N.-E. corner of the lake opposite the Nasim. It is approached by a canal upwards of a mile long, and was once closed by a gateway, the ruins of which are still visible. Vigne writes in 1835. "I took leave of the Governor to return to my quarters, and as my boat passed along the canal to the outer and ruined gates of this once Royal canal, I could not but reflect upon the glorious days of the Moguls." On either side, the banks are shaded by chenars and willows. Boats can go up about two-thirds of the passage. The Shalimar is a walled garden 600 yards long, and is arranged in four terraces of nearly equal dimensions. The three lower have pavilions built over them, and overlook the fountains and the stream running through the centre of each.

The upper terrace is screened off for the Royal ladies of those days.

In its centre is a pavilion of polished black marble supported on each side, East and West, by six polygonal black marble pillars, elegantly carved and fluted. It stands in the centre of a square reservoir, also lined with black marble, and which contains 144 fountains.

The trees here are fewer and not so fine as in the others, nor is the garden so well looked after as the Nishat.

The Shalimar is a favourite place for picnics, and other entertainments ; and when, at night, the fountains are playing, and the canal, its waterfalls, the numerous pavilions, and the whole garden, are illuminated with coloured lamps, the effect is beautiful. It was the Trianon of the old Mogul Emperors. Here the Emperor Jehangir spent many days and nights of many summers with the fair Núrmahal, who lies buried in the Taj at Agra, and here was the scene of their reconciliation, as given in the following lines of Moore's "Light of the Harem" :

Núrmahal sings—

" There's a bliss beyond all that the minstrel has told,
 When two, that are link'd in one heavenly tie,
 With heart never changing and brow never cold,
 Love on through all ills, and love on till they die !
 One hour of a passion so sacred is worth
 Whole ages of heartless and wandering bliss ;
 And oh ! if there be an elysium on earth
 It is this, it is this."

" At once a hundred voices said,
 ' It is the mask'd Arabian maid ! '
 While Selim, who had felt the strain
 Deepest of any, and had lain
 Some minutes rapt, as in a trance,
 After the fairy sounds were o'er,
 Too only touched for utterance,
 Now motioned with his hand for more."

Núrmahal then sang another song, the effects of which upon her spouse were still more powerful.

" There was a pathos in this lay,
 That, e'en without enchantment's art,
 Would instantly have found its way
 Deep into Selim's burning heart ;
 But breathing, as it did, a tone
 To earthly lutes and lips unknown,
 With every chord fresh from the touch
 Of Music's spirit,—'twas too much !
 Starting, he dash'd away the cup,—
 Which, all the time of this sweet air,
 His hand had held, untasted, up.
 As if 'twere fix'd by magic there.—
 And naming her, so long unnamed,
 So long unseen, wildly exclaim'd,
 ' O Nourmahal ! O Nourmahal !
 Hadst thou but sung this witching strain,
 I could forget forgive thee all,
 And never leave those eyes again.'

The mask is off the charm is wrought—
 And Selim to his heart has caught,
 In blushes, more than ever bright,
 His Nourmahal, his Haram's Light !
 And well do vanished frowns enhance
 The charm of every brighten'd glance ;
 And dearer seems each dawning smile
 For having lost its light awhile ;
 And, happier now for all her sighs
 As on his arm her head reposes,
 She whispers him, with laughing eyes,
 ' Remember love, the Feast of Roses !'"

Shalimar is by road nine miles from the first bridge and 8 from the Munshi Bagh :—

Ishiburi is a small village between the Shalimar and Nishat gardens. The artificial road across the lake terminates here. Close by is the sacred spring and tank of Goopgunga, where Pundits and Hindoos assemble annually to bathe and pray. There are also several large lingam stones in the enclosure, which is shaded by chemars.

The Nishat Bagh, meaning the garden of gladness, or, according to Vigne, " the garden for the indulgence

n the pleasure of drinking to intoxication," is far and away the best of the pleasure garden bequeathed to posterity by Jehangir. It is generally approached by the straight channel leading from the Dal gate to Gograbal, the spur sent down from the Takt to the lake. This channel is fringed with reeds on left, and willows on the right. The modern brick buildings under the hill half-way to the right are the store houses, where the silkworm eggs are kept in ice. Beyond Gograbal spur is a fine open piece of water, generally clear as crystal, on which the mountain shadows are wonderfully and sharply defined. Further up, under the spur, are some fine chenars in an enclosure, which shadow the tomb of a Mahomedan saint, much frequented by the faithful. Further on, the six modern houses, erected on his estate by Sir Amar Sing, are well placed under the hills. But a blot on the view is a quarry on the hillside above of recent date. The old fashioned house in a large enclosure near the water is the property of Dr. Suraj Bal, D.C.L., Oxford.

Theed, is the large village beyond; and above it, perched on a spur, is the Peri Mahal, a college said to have been built by Akhun Mulla Shah, the spiritual tutor of Jehangir. The extensive view on all sides, makes the ascent worth the trouble.

A little above the village, on the left, is a cottage—the last of its type at Gupkar. In 1891, it was covered with jasmin and honeysuckle, a dear quiet little spot. It was here that Mr. Collett died in November of that year.

The Chashma Sahai is in a corner beyond, with terraces, tank, water channel and fountains on a small scale. There is a double-storied pavilion at either end. The spring issues from the ground in the centre of the upper summer-house. The flow is fairly good. The water is very pure, and, before the time of the Hariwan waterworks, supplied the Royal Palaces and Soda-water Factories.

Bren is the village beyond the Chashma Sahai. The island near the centre of this part of the Lake is called the Sona Lank, or Golden Island. It is small, and has some remains of ruins on the surface. It was formerly used as a prison. A few mulberry trees mark its situation, and in the autumn it is covered with reeds. Leaving this island well to the right, one heads for the bridge in the distance, and, passing under it, the boat forging its way through the singara lilies, continues on to the landing steps of the Nishat.

The Nishat.—It is a good hour's journey by water from the Water-gate to this garden. The lower pavilion, now kept in excellent order, is conspicuous all over the Lake. The garden extends back for nearly 600 yards, and is arranged in terraces, of which there are seven. It is carefully looked after; the grassy slopes are trim and neat, and the borders stocked with flowers. The Cyprus trees lining the first two terraces show out very well. The chenars on the upper slope are simply splendid and on the topmost terrace is a beautifully shaded sward for a camp. The up-view from the lower terraces is grand, great chenars backed by lofty mountains rising 4,000 feet above. The down-view is equally good and unique, as the eye wanders over the water channels in the centre; for, of course the Nishat has water-courses and fountains, like its compeers, though, perhaps, the miniature well scalloped cascades are here deeper; and, when the water is flowing, the effect must be very fine.

Round the Dal by land.—The extension of the Jhelum Valley Road to Srinagar, and its continuation $1\frac{1}{2}$ miles on to the Harwan waterworks, has opened out the Valley of the Dal considerably. Carriages were first introduced in 1890, when Colonel Parry Nisbet was Resident. Now during the season phaetons and carriages of sorts come in from Rawal Pindi on hire. The visitor is no longer dependent on his boat, and he can drive or bicycle all along the Eastern shore of the Dal.

The new road, on leaving the Munshi Bagh, passes on the left the Cottage Hospital for visitors, and slowly ascends to the Kotul overlooking Gupkar, where stands milestone 3. In April, the blossoming of the almond orchards on the right, near the Kotul, is a wonderful sight. A little below the Kotul, a side-turning to the left leads to the distillery. The road slowly descends, passing an enormous stone on the right, which, in November 1902, was being sawn into sections for a public building, and will soon be no longer a landmark. Beyond, on the left, is the walled enclosure of Dr. Suraj Bal's house, and to the right the houses on Sir Amar Sing's estate. Turning down to the left is a small bazaar just short of milestone 4. Six furlongs ahead is the village of Theed. The path for the Peri Mahal, turns up through this village, the ascent occupying a good hour. The landing place for boats is half a mile below. At $4\frac{3}{4}$ miles, a handpost on the right marks the turning for the Chashma Sahai. When shooting the chicore preserves, which extend from mile 3 to the Bren spur, the Chashma is a good place to start from, shooting towards Bren, returning to the garden for breakfast, and shooting back to the Peri Mahal ruin, beyond which there are very few birds. A little ahead is the garden Shiraz-i-Bagh. Bren village lies beyond (6 m. 2 fur.) and the road passes through it, and continues on in front of the Nishat Bagh (7), Goop Gunga (8) and then past Ishiburi. The road next passes in front of the Shalimar at $9\frac{3}{4}$ miles. It then turns to the right, skirting the North wall of the garden, and continues on past Harwan village to the foot of the Harwan bund, $11\frac{1}{2}$ miles. Between Shalimar and this village, the water flows in many channels. The bund with the reservoir is a sight worth seeing. From the East end of the dam, a path follows an old watercourse to the right, for half a mile to the trout-rearing tanks. The pretty valley above, generally known as Dachigram, is now a preserve for game, the five villages having been vacated, in order to

preserve the water from contamination, specially from cholera, which was bad here, in the epidemic of 1892, before the construction of the reservoir. At the commencement of the epidemic of 1900, this valley was strictly guarded (one must not use the word quarantine), and, as a consequence, no case of cholera occurred before its evacuation, in April 1902.

Talbal is the name of a village, a mile N.-W. of Shalimar. To the right is Burzihama. On a plateau to the left, between the two, towards the hills, are three enormous stones, standing on end, reminding one much of Stonehenge. They are said to have been hurled from the mountains by the Hill Gods or Pandus. In addition to these weird-looking stones, a good view is obtained of the surrounding country. The short cut to Haien, in the Sind Valley, passes by Telbal, Burzihama and Dara, leaving the ziarut of Rishi Baba to the left. The ascent to the ridge (9,000 ft.) is rough, steep and fit only for coolies. The climb on from Dara (4 m.) will probably take 3 hours; the descent ($3\frac{1}{2}$ m.) to Haien about $1\frac{1}{2}$ hours. The distance, Srinagar to Haien, is a good 21 miles, the first nine of which, as far as Shalimar, is over a driving road.

When living at one of the Gupkar villas in April 1901, a party, including two ladies, climbed the hill above to the ridge overlooking the valley. The start is made above the village of Theed. A stiff climb of an hour or more brought us to a level, with views on all sides, where we breakfasted. Afterwards we followed on the ridge to near the foot of a steep spur, where is another nice level grassy sward, with, in the spring, one or two pools of water below on the left. About a quarter of a mile beyond this, the final ascent towards the Zabanwan station (8,813') is a stiff climb of several hundred feet. We only reached the first peak, the flagstaff being on the third beyond. The return journey down this bit is a really difficult descent, and ladies should wear grass shoes, or grass shoes over their boots: otherwise this is a most pleasant trip and a whole day should be devoted to it.

All drinking water must be carried. Another and probably easier gradient leads up from the Gupkar Kotul, along the ridge above, and joins the present route below the first level.

Another very pleasant trip is the ascent of the higher peak beyond Zabanwan, also made with ladies and children. We left Gupkar at 7 A.M., 30th April, and drove on $1\frac{1}{2}$ miles to the garden of Shiraz-i-Bagh (5m. 1fur.). The path runs up through a large vineyard to the right and strikes the spur above Bren. This spur is followed up, and one can ride for nearly one-third of the way. The rest should be walked, as well as the whole of the descent. We breakfasted under the shade of the first two pines and lunched on the summit, which is about 9,000 feet above the sea ; cooling our drinks with snow, for the heat of the sun was great. As on the previous climb, there is a very nice level before the last climb with two hollows, which hold pools of water in the spring. The final burst of 500 to 600 feet is very steep, and a bit trying. The descent as usual, is difficult for ladies, otherwise this is a trip strongly recommended. Drinking water must be carried. The visitor living in the Munshi Bagh would drive to Shiraz-i-Bagh. In all such climbs, recollect an early start is half the battle. About 3 miles up the glen beyond Bren ridge is the Ziarut Baba Golamudin, whence a start can be made for the highest points of this ridge, 9,400 feet. One track leads over to Khonmoo in the Pampoor Valley. This Ziarut is a good 9 miles from Srinagar, and it would be wise to camp there the night before.

The ascent of Mount Mahadeo, 13,087 feet, 27 to 28 miles from Srinagar. The climb is recommended. The view from the summit is superb ; it embraces some of the great mountains, including Nanga Parbat.

Mount Mahadeo, the triple snowy peak overlooking the Dal Lake, is conspicuous amongst the mountains North of Srinagar, specially so from the Nasim Bagh. It is a place of pilgrimage, and the sacred spot, under a

jutting rocky point, 12,000 feet, close to the South peak, is annually visited by hundreds of Hindu pilgrims. The pilgrimage to Amarnath Cave takes place at the same time of year. The pilgrim path ascends the grassy spur North-east from the reservoir above Harwan. It is a steep exposed ascent, and there is no water except near the top.

The better line of ascent for the ordinary traveller is as follows :—

i. Srinagar to Dara, 6,000 feet.—Distance, 14 miles.

It is best to go by boat to Shalimar Bagh, arranging beforehand for coolies to meet one there, who should carry food for two days with them. The ascent to Dara is 800 feet and the climb will take 1½ to 2 hours. Camp close to village. Water, fuel and supplies available.

ii. Dara to Ledwas, 10,500 feet.—Distance, 10 miles.

Turn into a narrow ravine due East, follow the track in bottom of valley—in early summer very pretty with flowers and cascades. At Babjan, 5 miles, are Gujar huts and a camping ground ; cross to left south bank, height 7,500 feet. The path ascends steadily by the river, through woods. At 9,000 feet the hills close in and the track becomes steeper up a slope on North side. At 10,000 feet enter a scanty pine forest, above which is Ledwas. This is a sloping marg with sufficient level ground for two or three tents. There are two or three Gujar huts. All around is sparse pine and birch forest with rhododendrons, the peaks rising above. If time is no object, one should halt here and make the ascent and descent on the morrow. But an energetic cragsman, weather permitting, can reach the sunmit the same day, returning to camp the same evening and Srinagar the next day. At Ledwas two valleys join; that to the South, an easy grassy ascent, leads to either of the two outstanding peaks of Mahadeo. To reach the higher Southeast peak cross a pass on the North side

of the ridge, and climb the easy east slopes to the cairn on the top. The North-west peak is reached by an easy grass slope immediately South of Ledwas. It is 12,200 feet high. There is a central peak, also easily climbable. The main valley goes East from Ledwas, and, early in June, when the snow has melted, is rather choked with boulders. From the higher part of this, turning North, one can ascend a high peak, 13,200 feet, which commands a most striking view of the whole mountain ranges ; to the North it overlooks the Sind Valley as far as Sonamarg ; West one sees Mount Haramukh, 16,900 feet, and the peak of Nanga Parbat in the distance. Kola-hoi, 17,639 feet, juts up to the East, and we overlook the grassy uplands of Jagimarg and Nagbaran, to which there is an easy pass. The return journey is only 5 to 6 hours march from Ledwas to the Dal Lake.

CHAPTER XIII.

THE EASTERN PORTION OF KASHMIR.

UP THE RIVER TO ISLAMABAD—PANDRATHAN—PANDU CHAKH—SAFFRON — PAMPOOR — WEEAN — MINERAL SPRINGS—PAMPOOR TO NARASTAN—SHAR—LADOO—KARKAPUR—RAMU—AVANTIPUR—TRAHAL—VESHAU RIVER—SANGAM BRIDGE—SAMMA THANG—BIJBEHARA—ROAD TO LIDAR—KANBAL — ISLAMABAD—ACHEBAL—MARTUND—BAWAN — PUNDIT'S LIST—CAVES OF BHoomjoo — LIDAR VALLEY—CAVE OF AMARNATH—PILGRIM'S VISIT TO—ARU—KOLAHOI—LIDARWAT—SOOTOR—WASTARWAN—KREW—LIDAR TO SIND VALLEY *via* YAMHEUR PASS—TO KOOLAN—CONCLUSION.

Islamabad is generally visited by water. It is the largest town at the East end of the Valley, and attracts the majority of visitors at some time or other, not only on account of the lions in the neighbourhood, but because it forms a starting point, and a terminus, for Jammu, the Lidar and Nowboog Valleys, as well as for the Wardwan, Kishtwar, and Vernag. The distances by road from Srinagar are respectively, Islamabad ^s, Vernag ^s. The river journey is generally done ³⁴ ⁵⁵ leisurely. It usually occupies two days, but if the river is very low, as much as three days or longer.

Starting from the Munshi Bagh, the boat follows the great curves of the river, the origin of the shawl pattern, and reaches Pandrathan in about $2\frac{1}{2}$ hours, the Takt-i-Suliman being much in evidence. The Ram Munshi Bagh, a large orchard with indifferent shade, is passed on the right bank; a little above it the

Vathnar Canal joins the river on its left bank. It is closed by flood gates higher up ; and, in the swamps, a little distance, to the right, is some snipe shooting in the season. Pandrathan, a corruption of the Sanskrit Purandhisthana, *i.e.*, "the old capital," was once the capital of Kashmir, which extended along the foot of the mountains for about three miles.

It contained a famous shrine founded by Asoka, grandson of Chundra Gupta, who reigned from B. C. 263 to 226, and it enshrined a tooth of Buddha, which had to be given up about A.D. 630 to the powerful King of Konouj. The King Abhimanyu, Nero-like, set fire to it, and the site is strewn with ruined masses, amongst which is the lower portion of the legs and feet of a sitting colossal statue formerly about 20 feet high.* One of the temples, being situated in a tank—under the protection of the Nágas—escaped. It is much hidden, by a grove of willows about 50 yards from the right bank of the river one furlong short of fourth milestone, and adjoins village which is only two miles' walk above the Munshi Bagh, but by water about $2\frac{1}{2}$ hours' journey. This temple, which is one of the most interesting archaeological specimens in Kashmir, is built of stone, and is pyramidal in shape. Its chief point "is an elaborate ceiling of stone, with carved figures holding garlands like the Apsaras or heavenly nymphs of ancient Buddhist sculptures. This ceiling is the only perfect example of the kind in Kashmir," though probably few visitors have looked at it. The tank surrounding it, about 40 yards square, is nearly dry in the winter.

Pandu Chakh is a small village at the foot of the mountain spur, on right bank of the river, about an hour-and-a-half's journey by boat above Pandrathan (milestone $5\frac{3}{4}$) ; the remains of a stone bridge are seen

* Forty paces to left of milestone 4. About 200 yards above the legs, N.-W., is the ruin of a temple, with one or more elegantly-carved stones.

here, which, according to the inscription upon a loose slab placed against the wall of the village on the roadside, was built in the time of the Emperor Jehangir.

Between Pandu Chakh and Pampoor the road passes across a fine open kar-aewah where saffron is largely cultivated.

Saffron—called *Zaffran* or *Kesar*, the stamina of the flowers of the *Crocus sativas*—is chiefly used as a dye, but is also an article of food, and yields a large revenue. A little added to a curry gives a most appetising flavour. The plants are arranged in small parterres, and flower about the end of October, at which time all the available inhabitants of the district are summoned to gather the flowers and separate their stamina : they live in the gardens, in temporary sheds made of leaves and twigs, until the picking is over, and sepoys are stationed all round them to prevent any of the saffron being carried off. Only the three stamina are taken from each flower. The flowers are picked and spread over large sheets in the sun. I saw the collection going on on November 6th, 1901, by men, women and children. It had commenced October 26th, and would end about November 12th. If the visitor is in Srinagar late in October, he should ride out and see the fields, the deep purple of the flowers being very effective. At Pandu Chakh, the mountains recede from the river, and between this and Wastarwan form an amphitheatre around a plain. Khomoo, the State game preserve, is about 5 miles from Pandu Chakh.

Beyond the saffron fields above, the river makes a great curve to Pampoor. The Maharajah's guest-house is on the right bank, and a little short of it the Post Office and school combined. Pampoor is just beyond.

Pampoor, founded by Padma between A. D. 832 and 844, is a large and dilapidated town, situated on the right bank of the river, 8 miles by land above the Munabi Bagh, and about six or seven hours' journey by boat. A wooden bridge crosses the river opposite the town, which contains a fine old mosque and a zearut.

The zearut is built of bricks of cedar wood. A road leads from the South side of the bridge direct to Srinagar.

Weean is a small village situated about 4 miles to the North-east of Pampoor, at the foot of the spur, so conspicuous in the distance for the beautiful regularity of its distorted strata ; the road to it lies across the plains and is very easy. It contains three mineral springs and one fresh one.

The mineral springs are called Phuk Nág, and the strong sulphurous odour serves as a guide to their situation, which is behind the village. The water issues from the base of the Southern side of the spur in three places, within a few feet of each other ; it flows into a small canal, about a foot wide and a foot deep, lined with stone, and containing small fish. The canal conveys it into the enclosure of the zearut of Moham-méd Sháh—an old wooden building, about 30 yards distant. The fresh spring is called the Kálísh Nág ; it issues from the Western side of the same spur, and about 60 yards beyond the uppermost of the three mineral springs ; the water is received into a reservoir lined with stone, and also containing fish ; the stream from this reservoir flows southwards, receiving that of the mineral springs as it issues from beneath the western wall of the old zearut.

The mineral springs are highly impregnated with iron and sulphur, derived from the pyrites which abound in the adjoining mountains ; their medicinal virtues are very considerable, and they are recommended, both for drinking and bathing, in those disorders for which the similar mineral waters of England and the Continent are found beneficial.

If one is marching and desirous of seeing other ruins than Ladoo, a path leads from Weean by Khrew, and Shar over the ridge behind Wastarwan, where the road drops down to Pastun. From Pastun, Narastan can be reached in one march, but it will be better to halt at Sootor.

This would give the marches as—

1. Pampoor to Weean... 4 miles.
2. Weean to Pastun ... 8 " including a climb of
1,800 feet.
3. Pastun to Sootor ... 4 "
4. Sootor to Narastan... 3 "
or
Pampoor to Ladoo ... 4 "
Ladoo to Pastun
and as above ... 6 " allowing for the ascent
to ridge.

From Sootor a track continues *via* Loostun on to Nagbaran and Marsar, the source of the Arrah River and the water-supply of Kashmir, distant two marches ; also to Tar Sar, the head of Lidarwat : all this is fine country for exploring. *See* Cuppage route ahead.

Iron works exist at Shar, a large village about $2\frac{1}{2}$ miles South-east of Weean. The mines which supply the ore are at the back of the losty range of mountains to the North of the village, about 3 miles distant, and over steep and rocky ground.

The ruins at Ladoo may be visited from Pampoor. Ladoo is a large village at the foot of the hills, about a mile to the South of Shar, and about 3 miles North of Lattapur, a very small village on the right bank of the river, and about 4 miles by land from Pampoor. The ruin consists of an old temple standing in the middle of a stone tank at the Southern extremity of the village ; it resembles that at Pandritan. A modern Hindu temple and two zearuts are also situated near the edge of the tank, about 50 yards to the north. Between Pampoor and Ladoo is a small clump of Deodar trees, which mark a sacred site and form a striking landmark.

Karkapur is a small village situated on the left bank of the river, about 4 miles by land, and about four hours' journey by boat, above Pampoor. The Ramchu River joins the Jhelum just below it, and behind it there are some fine shady trees, and further back evidences of

former temples. Ramu, the first march on the Bhigunber Gujrat route, is 9 miles distant, and Karkapur is therefore a direct starting point for the Punjab. A direct road to Shupiyan, the second march on this route, via Payech, also starts from here—see Chapter VIII, and Chapter XV for a description of Payech.

Lattapur is the name of a small village on the right bank of the river, about an hour-and-a-half's journey by boat above Karkapur; it is fourteen miles by land from Srinagar, and the ruins at Ladoo may be visited from it.

Awantipoor or Avantipur—named after King Ayante Vernia—was also once a capital of Kashmir; it is situated on the right bank of the river, 18 miles by land and about fifteen hours' journey by water above Srinagar. It commands a great bend of the river, and its site is known by the Musjid of Syad Hosain Muntkhay, picturesquely located on the roadside between the two ruins.

The city extended to the mountains behind; it was walled, occupied both sides of the river, and, when it flourished, Kashmir is said to have been inhabited by 3,000,000 of people. The ruins are below the village. They are about 800 yards apart. The lowest ruin (West) is in the best order. That next the village (East) consists of a large quadrangle, with evidences of cloisters, and a centre temple, as at Martund. The ghāt on the river adjoining is also strewn with large masses of stone, probably the ruins of steps and embankment, but possibly the ruins of another temple, built at a time when the Jhelum pursued some other course.

In 1865 some excavations were, at the suggestion of the late esteemed Bishop Cotton, undertaken around the principal ruin, which is supposed to have been built about A. D. 852.

Trahal is a charming village situated near the mouth of a narrow valley, 7 miles to the North-east of Lattapur, and contains a famous zearut. East of Trahal the river runs over the Bhugmur Pass, 9,100 feet, to Srinagar.

the Lidar Valley, about 15 miles distant. Two miles south, is the small Sikh village of Shikargar, above which is one of the State game preserves, chiefly stag, and many a good one has fallen here. There are several Sikh villages in the Trahal Valley. Soorsoo, a village on the right bank, three miles by road above Avantipur, is the nearest boat-approach to Shikargar. Four miles above Soorsoo, the Veshau River joins the left bank of the Jhelum, below the large village of Marhamat. A fine chenar tree on the right bank marks the spot. The Veshau's volume is increased half a mile higher up, by its junction with the Rembiera River, which rises in the Lake Nandan Sar near the Darbal Pass above Aliabad Serai. The Veshau rises in the Konsa Nag Lake, 12,500 feet to the East of Nandan Sar. It is navigable during the flood season for seven miles as far as Kowinee.

About 200 yards above the Chenar tree (at miles $\frac{8}{25\frac{1}{2}}$) the Jhelum is crossed by the finest of all its bridges in Kashmir. It consists of seven spans. It is the best timbered bridge in the Valley, and its seven piers offer little obstruction to the stream. The letters M. N. in the centre show that Mr. Michael Nethersole was the architect.

Samma Thang, a lofty mound, or conical hill, near the left bank of the river, is the mount on which Kashuf or Kusyapa is supposed to have passed a thousand years in religious abstraction, previous to the desiccation of the Valley. It is the site of an old temple.

Bijbehara or Vidyea Vibar, the temple of wisdom, is a large town, built chiefly on the right bank of the river, which is here crossed by a fine wooden bridge; it is 3 miles by land above Sangam bridge and 29 miles from Srinagar. One of the oldest temples in Kashmir stood here; it was thrown down by Sikander, who built a mosque out of its ruins; Golab Singh threw down this mosque, and used the ruins for a new temple.

The original temple was built by Asoka B. C. 250, and its floor, in 1865, was about 14 feet below the level of the surrounding ground.

The remains of an old pleasure garden also exist above the town ; it was planted on both sides of the river, and the two portions now overshadowed by poplars, and magnificent chenars were united by a stone bridge, the ruins of which may still be seen ; that portion on the left bank contains a new Hindu temple, that on the right a new Royal Lodge for the use of the Maharajah, the Chenar trees here presenting a fine frontage of near 600 yards, and, I think, second only to the Nasim Bagh. Viewed from the left bank, this town has a very picturesque appearance, owing to its high position above the river. The original bridge, which so delighted Sir Richard Temple in 1859, that he published a sketch of it in his travels, was carried down in the floods of 1893, and has been replaced by a very sound modern upper structure. But the piers, and the curious feature of this bridge, the trees growing from them, withstood the flood, and are as quaint and interesting as before. A splendid elm guards the entrance at the left bank. At Bijbehara, one of Ward's new roads turns off direct for Pahalgam in the Lidar Valley, 24 miles distant. The ordinary division is at Sullur :

1.	{ 1 Bijbehara to Sullur 2 Sullur Pahalgam Village	... 12½ miles. ... 13 "
or		
2.	{ 1 Bijbehara to Srigufara* ... 2 Srigufara Duwbut ... 3 Duwbut Pahalgam ...	... 6 "... .. 11 "... ... 7 "...

This road follows the right bank of the Lidar, turning to the left at Ganeshbal.

* Behind this village, hidden by the houses, is an ancient tree of great girth.

There is good chitare shooting on the hill-sides 2 miles above Srigufara, the Lidar River is crossed by a country road joins the Islamabad road 3 miles short of Elmora.

Above Bijbehara, the river gradually diminishes in breadth and depth, while its banks become higher. The Lidar River joins the right bank in two streams within a mile or two of Kanbal, and each is nearly as large as the Jhelum itself.

Kanbal, the boat terminus, is a very small village on the right bank of the river, 4 miles by land above Bijbehara; but the journey by boat occupies about $3\frac{1}{2}$ hours. The river is crossed by a new wooden bridge, with two piers now raised well above the level of any flood likely to occur. Boats do not usually ascend beyond it, on account of the shallowness of the water.

The dāk bungalow is on the right bank above the village. It contains four rooms and bath-rooms. For many years, Lassoo, a great character, possessed of volumes of chits, was chowkidár here. He was well-known to all visitors. He died in 1899. His nephew has succeeded him, and the talent seems to run in the family. There is a tree of the large mulberry beyond the bungalow, on the bank of the river. Islamabad, the abode of Islam—The Anant Nag of the Hindus—once a large city, is now reduced to a town of about 8,000 inhabitants. It is $1\frac{1}{4}$ miles from Kanbal a good road connecting it, lined with Poplars. This quaint old town is built at the foot of conglomerate cliffs, under the tableland that runs back to Martand. It contains an old summer palace, overshadowed by chenars, numerous springs, and a very fine mosque and ziarut.

The chief spring, the Anant Nag, issues from the marsh, and is diverted into a tank crammed with reeds, overlooked by the usual summer-house, under which the water passes by a six-foot outlet. The lower part of the summer-house has been converted into a hospital. Islamabad has been a hot bed for cholera, an epidemic usually making a start here and twice associated with pilgrimages for the Amarnath Cave. After much opposition on the part of the Brahmins, a portion of the surplus water has been diverted above the tank, and

the town is now supplied with undefiled water by means of pipes and taps. The summer house looks into a square, on the other sides of which are a State dispensary and Police office. About 200 yards to the east of this square, on the high road to Achebal, is a fine chenar. From the roots of this tree issues a warm sulphurous spring—Malik Nag. Close by, to the right, is the Salik Nag, both flowing into the same tank, and passing under a mosque fitted with bathing huts. To the left, on the other side of the road, in a small enclosure, is a fourth spring known as the Sona Pokhar, celebrated for the purity of its water. On the right of the main road to the Anant Nag is a fine mosque and ziarut well worthy of a visit. Inside the entrance, the ziarut of Rishmaloo is to the left, and the Jamai Musjid to the right, attached to which is an Hamam or Turkish bath. The manufactures of the town are chiefly worked dhurries, coverlets, wood utensils, bowls, spoons, clogs, and specially spinning wheels, and candelabras. Most of these are, however, made in Kulgam, 12 miles distant.

The chief places of interest, associated with Islamabad, are, Achebal, Martand, Bawan, and Bhoomjoo, and it will be convenient to describe them here. All can be seen and rushed in one day, if time is an object. An easier way is to march to Achebal, and take the other three in the following day, returning in the evening to one's boat, or the dâk bungalow.

Table of distances, &c., from Islamabad to places in its vicinity.

FROM	To	Distance, miles.	REMARKS.
Islamabad	Kanbal	1 $\frac{1}{4}$	
"	Ruins of Martand	6 $\frac{1}{2}$	
"	Bawan	5	

Table of distances, &c., from Islamabad to places in its vicinity—(contd.)

FROM	TO	Distance, miles	REMARKS.
Islamabad	Caves of Bhoomjoo	6	By direct road. On Veshau River.
	Achebal	6	
	Vernag	21	
	Nowhoog	23	
	Saogam	10	
	Kookar Nag	14	
	Korwinee	4	
	Kulgami	12	
	Shangus	11	
	Hurrikungulli	10	

Achebal.—The road to Achebal passes through the town of Islamabad and continues on the level with fine mountain views. The village is well shaded with trees and has a good deal of water running through it. The dâk bungalow above the village is a barrack—4 rooms and bath-rooms—facing some fine chenars. The garden and summer palaces are in an enclosure to the left. They are situated at the foot of a spur, beautifully wooded with dark cedars, which runs down from the line of mountains which separates the Bringh Valley S.E. from the Kotihar Valley (N. E.) The springs, the glory of Achebal, are supposed to be the reappearance of the Bringh River, whose waters disappear through a large fissure in its limestone bed some miles to the eastward. The water wells up from the foot of the spur through a large fissure, and forms at times a mound of water nearly 18 inches high and a foot in diameter.

Knight graphically describes the surroundings of these springs:—"Around were fruit trees of all sorts, and from every quarter there came the gurgling sound of rushing water, mingled with the singing of innumerable birds.

Here sweetly indeed do the fonts of the valley fall, and their number and beauty, as well as the purity of the clear and crystal streams which they pour over the length and breadth of the land, it is, which forms one of its chief and pleasantest features, and has, no doubt, mainly contributed to the reputation of Kashmir as a terrestrial paradise."

The Barradari, built by Jehangir, was a favourite resort of the beautiful Núrmahal. It has the usual tanks and fountains; not the least interesting portion is the hamám (Turkish bath) in the quarters to the right. It is one of the best preserved ruins of its kind in the Valley. It is a wonder that the authorities do not take steps to put it into working order again. Beyond it are the private quarters of the Maharajah.

Achebal to Martand (Mutton), distance, 5 miles.

Martand to Bawan, distance, 1½ miles. Bawan to Bhomjoo Caves, distance, 1 mile. Bhoomjoo to Kanbal, distance, 7¼ miles.

About a mile and a half from Achebal the path rises some 100 feet, to the fine tableland, at the North end of which 33 miles distant, stands the celebrated temple of Martand, now in ruins. This fine plateau is said at one time to have been covered with a large city, though, in riding over it, no remains of such are visible to the ordinary observer. At the south end, the ground rises somewhat where it overlooks Islamabad. Vigne, who was much pleased with this highland, writes in 1835 :—"Although partially intersected with ravines, it is generally flat and carpeted with turf. A nobler race-course I have never seen, and, as in particular spots, it commands a beautiful view of the valley, I venture to prophesy that, in some future year, the races and cricket matches of Islamabad will be amongst the most celebrated in the East." Then, too the plain was bare. "With the exception of the Fakir's dwelling and

the ziarut of Harut and Marut, at the Chah-i-Babel and a few apricot trees North of the ruin, there is not a vestige of human habitation upon the green waste.* Now (1901) two small villages have sprung up South of the ruins, and other houses are visible towards Islamabad. A well (Runbir Sing) constructed by the late Maharajah has been added. It is of great depth—180 feet; but in winter the water is limited to 10 *ghuriyahs* a day, and the village drinking water has to be carried by women from the Bawan stream.

When Vigne visited Martand, 1835-7, the objection to the fulfilment of his prophecy was the want of water. In November 1901, during my last visit, thousands of workmen were being employed opening out the ancient* water channel that once fed this grand plain, and adding new canals. After this great work has been completed, the racecourse and the cricket ground will be possibilities. Martand means the sun, and the temple was dedicated to his worship, though the first worship of the Valley was that of *nag* or snakes. It was probably erected between A.D. 370 and 500, and consists of a massive entrance leading into a large quadrangle, which is surrounded by a fine colonnade of fluted pillars with intervening trefoiled recesses, and contains in the centre a lofty edifice, having on each side of it a small and detached wing. The whole ruin is composed of immense masses of stone, and the means by which they were raised to their present positions is still a problem to be solved. It bears marks of Bactrian architecture—what Cunningham calls the “Aryan order.”

Vigne, an enthusiast on views, for he had seen some of the finest in the world, was much impressed with Martand, and no better description has been given. “Without being able to boast, either in extent or magnificence, of an approach to equality with the temple of the

* The newer channel takes off from the left bank of the Lidar River about 4½ miles above Islamabad.

sun at Palmyra or the ruins of Persepolis, Martand or the Pandu-Karu, as an isolated ruin, on account of its solitary and massive grandeur, deserves to be ranked with them, as not only as the first ruin of the kind in Kashmir, but a leading specimen of a gigantic style of architecture that has decayed with the religion it was intended to cherish, and the prosperity of a country which it could not but adorn. In situation, it is far superior to either. Palmyra is surrounded by an ocean of sand; Persepolis overlooks a marsh: but the Temple of the Sun or Martand, is built on a natural plateau at the foot of some of the noblest mountains in the world; and beneath its ken lies what is undoubtedly the finest and most pronounced valley in the known world. The prospect from the green slope behind it is seen to the greatest advantage upon the approach of evening, when the whole landscape is yet in sunshine, but about to undergo a change—when the broad daylight still rests upon the snowy peaks of the Pir Panjal, but commences a retreat before their widening shadows in the Valley beneath them. The luminous and yellow spot in which we recognize the foliage of the distant chenar tree is suddenly extinguished; village after village becomes wrapped in comparative obscurity, and the last and brilliant beams of an Asiatic sun repose for a while upon the grey walls that seem to have been raised on purpose to receive them, and display the ruins of their own temple in the boldest and most beautiful relief. We are not looking upon the monuments of the dead; we step not aside to inspect a tomb, or pause to be saddened by an elegy; the noble pile in the foreground is rather an emblem of age than of mortality, and the interest with which we perambulate its ruins is not the less pleasurable because we do not know much that is certain of its antiquity, its founders, or its original use." Repairs to the main ruin of Martand were carried out in November 1901. Though, as Vigne says, there are perhaps not less than seventy or eighty

of these old Hindu buildings in the Valley, yet, after having seen Martand, there are, perhaps, but four or five that need be visited if the time be short ; and these are now mentioned—

Old Ruins.	Locality.
Takt-i-Suleiman *	... Above Srinagar.
Avantipur	... 18 miles from Srinagar.
Naristan	... 19 ,,, N.-E. of Pampur.
Pandrathan	... 4 ,,, E. of Srinagar.
Payech	... 7 ,,, from Kakapur.
Patan	... 16½ ,,, from Srinagar, Baramula road.
Panchiah near Rampur	... 76 ,,, from Kohala, J. V. road.
Wangat (Nara Nag)	... 20 ,,, from Gundarbal, mouth of Sind Valley.

Bawan, a small village, containing a sacred spring, is about a mile and a half from the ruins of Martand. The road descends from the tableland, and passes through the village to the sacred tanks which adjoin.

The features of Bawan are the magnificence and great girth of the chenar trees. There are two sacred tanks here in enclosure. The elm trees shadowing the East side of the upper tank are very fine. Outside the entrance, is a giant tree, the circumference of which, taped round the exotic swellings on the trunk that extend some four feet above the ground, measures, roughly, 23 paces. The fish are fed by *chapatties* prepared by the Pundits for the visitor. The curious smacking noise the fish make in fighting over and sucking down a pancake thrown to them, flat on the water, must be witnessed to be realized. The spring at Bawan is sacred to Vishnu, who, according to the Shastras, divided the mountain at Baramula, and so drained the Valley.

The chief Pundit at Bawan calls on every visitor who is asked to record his name in his book. The book is made of parchment, and is a very interesting record, names extending back to 1827, some of whom have since become public characters.

The first inscription, dated 1827, is curiously said to be that of a Russian. Vigne's signature is absent.

The first legible entry and some others are as follows :—

1840.	April 8th	... Elphinstone. Henry Bates. A. E. Hardinge. C. S. Hardinge.
1849	October 1st	... Earl of Gifford.
—	" 2nd	... Sir A. Lawrence. Beecher, Lt., Engineers.
1850.	October 12th	... Robert Cust, C.S., <i>en route</i> to Bombay and Peshawar.
1853.	— September	Keyes, 1st Punjab Infantry. ... Fred. Markham, Col., H. M.'s 32nd R. G. Colls, Lt., H. M.'s 32nd F. Wilson, W. G. Romaine, T. G.
1854.	June 10th	... G. R. Brown, Horse Artillery. Fred. Roberts, Artillery.
1855.	June 10th	... John Watson, Lt., 1st Punjab Cavalry. Fred. Roberts, Lt., H. A.
—	May 7th	... Peter Lumsden, His mark.
1857.	June 14	Major Lowry, 5th Lancers, photographed these ruins.
	Mutiny. September 3rd	H. B. Urmston, Mrs. Urmston, on special duty, Kashmir.
	19th	H. Godwin-Austen, Kashmir Survey.
1859.	June 21st	. R. Temple, Commissioner of Lahore.
	Oct. 13th	. Neville Chamberlain.
1863.	May 5th	. Sir R. Montgomerie, Lady Montgomerie, Miss Lucy Montgomerie T. Forsyth, Mrs. Forsyth, Jessie Forsyth.
1889.	25th April	.. Fred. Roberts, Genl, Comd.-in-Chief in India. Nora Roberts. Aileen Roberts. Fred. Roberts. Edwina Roberts.

1899. October ... Sir Mackworth Young and Lady Mack
worth-Young.
Louis Dane (present Resident).
Mrs. Dane.

The Caves of Bhoomjoo or Bhoomzoo are places of pilgrimage ; they are situated about a mile beyond the village of Bawan, and in the mountains which bound the right side of the road leading up the Lidar Valley. The two principal ones may be called respectively the Long Cave and the Temple Cave ; the others, of which there are several, are small, mostly near the ground, and were probably made for shelter by fakirs or pilgrims.

The Long Cave is the nearest to the village of Bawan from whence the materials for a torch should be taken. The opening is about 40 feet above the ground, and is reached by rough steps worn in the rock ; it is ovoid in shape, $6\frac{1}{2}$ feet high, and $3\frac{1}{2}$ feet wide. The cave is dedicated to Kaladeva ; it penetrates the mountain in an easterly direction, and may be traversed for about 210 feet ; the natives believe it to be interminable. It is the abode of numerous bats,* and the rock in many places is beautifully honeycombed by the action of water, which is constantly trickling from the higher portion of the roof. About 20 feet from the entrance there is a low and narrow passage leading off to the left ; and about 60 feet beyond it, on the same side, is a small and circular chamber, which, when visited by Dr. Ince, contained the bones of a human skeleton.

The Temple Cave is in the same mountain, and about three minutes' walk beyond the Long Cave ; its entrance is nearly 100 feet above the ground, and is ornamented

* According to Vigne, the Musselman says that the bat was originally formed of clay, which Jesus Christ was accidentally moulding with his fingers, and that God gave it life afterwards, for the sake of his divine Master.

by a porch cut out of the solid rock, and formed with the usual trefoil arch. The interior is oval, about 48 feet long, 27 feet wide, and $13\frac{1}{2}$ feet high ; it contains two platforms, the upper of which supports a Hindu temple built of stone. The cave is cleanly kept, and its entrance commands a beautiful view of the lower portion of the Lidar Valley. The ziarut, which stands a few feet beyond it, is that of Baba Bamdeen Rishi ; and the tomb of his disciple, Rukuden Rishi, is contained in a small but massive chamber close by it. The visitor may now either pursue his journey up the Lidar Valley to Pahalgam and the Cave of Amarnath or return to Islamabad, or his boat at Kanbal, $7\frac{1}{4}$ miles distant. The road, in excellent order, runs under the great karaewah to the left and through the suburbs of Islamabad, which extend for some distance. Shortly before reaching the outskirts of the town, the Zenana Mission Hospital, completed in 1902, two blocks, and a pretty substantial house is passed on the left.

THE LIDAR VALLEY.

The Lidar is one of the three great valleys of the Vale of Kashmir, all of which contain specially fine scenery, each perhaps of a different type, though, for wild rocky grandeur, the Sind is thought by some to excel all others.

The valley as far as Pahalgam is about 28 miles in length. Here the valley divides into two defiles, one to the left, North-West, leads up by Aru to the Sind Valley ; the other, to the right North-East, continues on by Shishram Nag Lake to the cave of Amarnath, and early in the season also to the Sind Valley. On the right bank of the Lidar is the pergannah (district) of Dachinpura (Dachin-right) known for its fine breed of ponies, while the mountains above are renowned for stag.

The usual stages up the valley are—

1. Kanbal to Eishmakam ... 14 miles ;
2. Eishmakam to Pahalgam ... 14 "

but of course shorter stages can be taken. The road is now a well-made bridle path.

Stage 1.—The road passes through West side of Islamabad and continues on for a mile through the suburbs, past Bawan and Boomjoo—already described—and on easy, through pleasant scenery, to Eishmakām. The monastery on the hill spur above the village is the feature of the place, and a fine view is obtained from the terrace above. The ziarut is that of Zyn-ud-din (Ornament of the Faith), a disciple of Nur-ud-din (Light of the Faith) of Chrar. It is visible from the right bank of the Jhelum, a little below Kanbal. According to Vigne, Zyn-ud-din, for about 12 years before his death, lived in a cave, at a village near Litor on the right bank of the Lidar. He then, in imitation of the Prophet Ali, told his disciples not to follow him, said that his end was approaching, and enjoined them to place a tomb to his memory where his staff should be found. It was discovered in a low and narrow cave at Eishmakam, and the tomb lies in a nook at the extremity, distant only a few places from the mouth. His body, they would have the world believe, was never found. The village itself is most picturesquely situated below the ziarut, buried in walnut trees. The roots of many of these trees are exposed in a wonderful manner, specially one, about half-way up. The camping ground is below on a plateau facing the river. Just behind Eishmakam, N.-E., is a nice little valley, up which lies a path to the ziarut of Pindah Bal. A good bridle path leads to the village of Aileen (one mile) with Wagra adjoining, a small stream separating them. In this I have shot solitary snipe late in the autumn and there are said to be woodcock in December higher up. A mile and a half above Aileen is the Gujar village of Braiee, at

the mouth of a pretty gorge commanded by a fine peak—Liwarpatur—13,000 feet. From here the climb commences to Pindah Bal, probably 10,000 feet above sea-level. The track is steep to the ridge and then easier. A few rough huts form a serai for the faithful. The view of the Lidar, and across the Vale of Kashmir, with Punjal mountains to the South is very fine indeed. By riding to Braiee from Eishmakam very early and taking breakfast, the ascent might be done in one day. It would be pleasanter to march to Braiee. Ascend the next day and return if necessary to Eishmakam in the evening. There is good chicore shooting on the hill sides between Aileen and Braiee.

Stage 2.—A wild and beautiful ride through the wooded banks of the Lidar brings one to Butkot, 6 miles, where people often camp. The road leaving Eishmakam runs above and along the old canal to its new source about two miles distant. Just beyond the second Lidar bridge a well-made path leads up to the right and on to a nice well-cultivated plateau to Sirichan, a good place for a camp. The path continues on for a mile or more, with nice views to Upper Butkot. A few miles ahead is Ganeshbal where, across the river, are rest-houses for the pilgrims. Here they bathe, and, on their way to Amarnath, worship the sacred rock on the river, on which an elephant's head, the symbol of Ganesha, is painted. Pahalgam is a small village a little ahead. Lurripar, which is adjacent, is larger. The neighbouring villages are Lidru (small), Marmar (across the river), Freulang, (up the Chandanwara stream). Fowls, milk and mutton are procurable. The camping grounds, which are below the village, are often overcrowded and apt to be dirty...

Pahalgam has, of late years, become a large summer settlement for visitors. There is now a complete Post Office and an agency for the sale of Europe stamps. In this way of change one can return from Pahalgam down the right bank of the Lidar and over the Bhagwan Pass through Trabal.

The marches would be approximately—

No.	Stages.	Distance in miles.	REMARKS.
1	Pahalgam to Wullerhama	11	Passing the villages (camp) of Ganeshbal, Versiran, Dowhut, Kullur
2	Wullerhama to Trahal	13	Cross the Bhugmur Pass 9,100 feet at 5 miles, and on to Trahal, 8 miles.
3	Trahal to Pastun	...	
4	Pastun to Khrew	9	Crossing pass above Pastun about 1,800 feet.
5	Khrew to Srinagar (Munshi Bagh).	11	

The ruins of Naristan are about seven miles above Pastun, *via* Sootur.

THE CAVE OF AMARNATH

Is a place of pilgrimage sacred to Siva (who is said to have assumed the form of a block of ice and taken up his abode there), and is celebrated throughout India as well as Kashmir, being to the Hindus what Mecca is to the Moslems ; it is annually visited by thousands of people (male and female), who wend their way to the religious festival which takes place there about the end of July. It is situated in the distant snowy mountains far away from all human habitation, and even above the region of vegetation, being at an elevation of more than 13,000 feet above the sea.

The exposure undergone by the poorly-clad pilgrims is occasionally fatal to them ; but those who perish are deemed fortunate, and their end felicitous. The pilgrims, numbering 2,000 to 4,000, with perhaps 2,000 coolies in addition, gather at Islamabad, are marched up to the cave and carefully looked after by the Civil authorities. The last two pilgrimages (1900-1) have

unfortunately been followed by an epidemic of cholera all over the Valley of Kashmir.

The scenery on the marches and near Amarnath is magnificent in favourable weather. A friend writes to me : "The scenery is wild, grand and more imposing than anything I have seen in Kashmir. It is the trip to make. I shall never forget it. One felt in the presence of the Maker of the Universe."

The usual marches are—

No.	Stages	Distance. in miles.	REMARKS.
1.	Islamabad to Eishmakam	14	Good Bridle path.
2.	Eishmakam to Pahalgam	14	Do. do.
3	Pahalgam to Tanin or Chandanwara.	10	Altitude 9,500.
4.	Tanin to Zojpal ...	5	Altitude 11,300. Fuel scarce.
or 4.	Tanin to Shishram Nag	10	Altitude 12,000. Sanasar Lake, 3 miles up side valley.
Return	5. Shishram Nag to Panjitarian	11	Cross pass 14,000.
	6. Panjitarian to Amarnath	5	Altitude 13,000.
	7. Amarnath to Panjitarian	5	
	8. Panjitarian to Astan Marg	12	Cross pass 15,000, difficult descent, steep and stony.
9.	Astan Marg to Pahalgam	16	

An admirable account of a journey to this Cave in 1886 was published in the *Pioneer* of the 15th March, 1887, by the well-known H. C. C.,* and it is again given nearly *in extenso* as it appeared in Ince's Guide of 1868.

* The late Lieutenant-Colonel H. C. Cuppage, B.S.C., an amiable and accomplished officer; and one of the best shots in the Indian army.

"I went by boat from Srinagar as far as Islamabad on the 1st and 2nd August. The temperature of the air was 76° , and the water 68 at the latter place, being respectively 6° below that of the former. There is a large *barak-dari* (summer-house) overlooking some reservoirs filled with fish, shaded by fine chenar (plane) trees. There are also a private residence and garden of the Maharajah's. At the back of the village rises a ridge, from which the windings of the Jhelum and a general *coup d'œil* of the valley appear to advantage. Martand and Achebal are neighbouring "lions" generally visited. No works of art, however, can compete with nature. Her admirers are strongly recommended to go up the Lidar Valley, to Pahalgam and Aro. I had started from Srinagar with the intention of proceeding alone, but was so fortunate as to induce two friends of the 35th Regiment, whom I met on the river, to join me.

"4th.—Pauzgam, 14 miles, 2 miles from Sullur. The usual encamping place is Eishmakam, on the high road to the right, 2 miles back. The river consists of a network of channel, rapid, clear, and running over a stony bed. I should say it would repay the fisherman to pitch his tent anywhere hereabouts for several days, but the paddy-fields and mosquitoes which they breed are a nuisance. Quantities of fruit all along—walnuts, apples, plums, mulberries, &c. Thermometer 80° at 5 P.M.

"5th.—Pahalgam, 12 miles. Latter half of the road lovely. The valley is two miles broad, cultivated, and with wooded (pine) and grassy plateaus above, at the back of which abruptly rise high walls of rock. The village is pleasantly situated between two defiles, the road to Kolabot and the Harbagwan glacier North and that to Ambertop East. The South are some fine snow-peaks. Rain.

"6th.—Tant (Chandaswara), 10 miles. Rode part of the way and sent back the pony, as it became stony. (Subsequently I found this was a mistake—could have ridden him all the way.) Grand scenery, high cliffs, grassy or wooded slopes (*abies* and *picea*, with juniper, above).

Encamped on a grass plain. Found the sun hot. Have left the flies and mosquitoes behind. Very heavy shower at night. Cliffs frequented by ibex in spring.

"7th.—Zojpal, 9 miles, 1 from Shishram Nág.* In the first half of the road we ascended 1,000 feet or so, and lost sight of the river, though we saw some cascades which fall into it, which hitherto was a confined torrent, occasionally issuing from snow-beds. A grass plain again, with large detached rocks, which sheltered us from rain. Cold and uncomfortable till we got our tents up, firewood scarce, consisting of merely a few stunted shrubs on a precipitous range.

"8th.—Wawajan, 4 miles. Rained all the way. Encamped on a grass plain with only one rock, which afforded poor shelter to the coolies. Passed Shishram Nag, or the glassy or leaden lake, which is 'about one-third of a mile in diameter, lying chiefly in a punch-bowl, formed by nearly perpendicular precipices of a limestone ridge, whose strata up to the summits, were twisted and distorted.' In the evening I knocked about the valley, trying to shoot marmots; they are pretty practice for the rifle, but take a great deal of killing, and generally get away into their holes wounded. Their fur is long but coarse. From above the lake the view is very grand. Panjtarni, 1,600 feet high at the head of the valley, a semi-circular, brown perpendicular wall with snow patches, and the glacier at the head of the lake, from which rises the 'leaden' peak, 1,700 feet high, a mass of virgin snow.

"9th.—Googam, 12 miles, the junction of the Amarnath and Sind River, which flows into the Jhelum near Srinagar. Breakfasted at Panjtarni Valley, near which are a series of very picturesque glaciers, and perpendicular black strata ribbed with snow, sandstone, and shingle. No firewood along this march, except a few juniper bushes.

"10th.—Visited Amarnath Cave, 3 miles North-East. A 'burster' of 500 feet at starting, afterwards a gradual

* "Shishi," Sanskrit for cold or frost.

ascent up the river over snow the greater part of the way. On approaching, the cave has a square appearance. I judged it to be about 50 yards long, 50 broad at mouth, 30 at the centre, and 30 to 35 high, which dimensions are very much larger than those given by Vigne. It is of gypsum. There are blocks of ice in clefts in the rock, which are probably frozen springs. They never melt, and, as I imagine, their size and permanence are regulated by the strength of the springs. We thought it no desecration to chip off some bits to cool our brandy-and-water at luncheon. If any of us swallowed Siva, we felt no ill-effects from it! I was disappointed with the cave *per se*, but the concomitant scenery is of Titanic splendour—a noble glacier, and red sandstone serrated cliffs, 1,000 feet high, on either side of the defile. A huge 'black serpent' is said by the priests to inhabit the cave, but we did not find him at home. I was not sorry to turn my back on a place which, from its dreariness, created a feeling of depression difficult to shake off.

"Here never shines the sun, here nothing breeds,
Unless the nightly owl or fatal raven.
And, when they showed me this abhorred pit,
They told me, here, at dead hour of the night,
A thousand fiends, a thousand hissing snakes,
Ten thousand swelling toads, as many urchins,
Would make such fearful and confused cries,
As any mortal body hearing it,
Should straight fall mad, or else die suddenly."

* Vigne describes the approach of the pilgrims :—

"In the last march, they cross another ridge and descend to Amarnath. A vast multitude of men, women and children, advance towards the cave, the Brahmins divesting themselves of all clothing excepting some pieces of birch bark, which do duty for fig leaves. When the pilgrims arrive there, they commence shouting, clapping their hands, and calling upon the Deity Siva 'Asra dushun payarah, 'show yourself to us,' is the universal cry. The cave is much frequented by rock pigeons.

"*Spluncā subito commota columba,*" who, affrighted by the noise, rush out tumultuously, and are the answer to the prayer. In the body of one of these, resides the person of their divinity, and Siva, the all powerful, is considered to be present and incarnate as a harmless

Another path to the Cave, from Googam, leads over a pass said to be 15,000, and brings one down on the cave by a precipitous path of 1,800 to 2,000 feet.

"I should say the high cliffs are frequented by ibex, indeed, we saw one, and picked up a horn 42 inches in length, and next day observed a large herd of does on a continuation of the same range. Markham, in his book, mentions having seen a variety of 'wild sheep' in this district. I cannot imagine what they were, unless they were shápoo or ooreál (*O. Vignii*), which had wandered over from Ladák. All animals of the Ovine and Caprine genus do wander from their proper localities occasionally. Buhal have been shot at the Pinduree Glacier, near Almorah, and a thar was killed in the Nowboog ravine last year.*

"11th.—Astun Murg, 12 miles. My two friends started for Baltal in the Sind Valley, going down the Sangamkol River, as their leave was approaching termination. The road they afterwards found not open. A few miles from Googam I crossed a snow-pass, on arriving at which I saw extended before and around me an enormous expanse of snow, bounded by bare limestone mountains. Over this I trudged, ascending a ridge forming the eastern boundary of Ruk Murg. A snow-storm came on, and my *soi disant* guide informed me that the direction of the onward road puzzled him. This was a pleasant predicament to be in! I then with difficulty retraced my steps, and got down to where I should find firewood, none of which we had seen for ten miles, encamped in an exceedingly romantically situated glen, where there is a natural forest of birch trees.

"12th.—Sunday. Halt. The two T.'s to breakfast, having been obliged to turn whithin two miles of their

dove. If there happens to be no pigeon at the time in the dove, the pilgrims are much disappointed.

* The most curious instance of animals wandering from their usual localities occurred in October 1901, when a female serow was captured in the Hoksar *Khel* to the left of the Jhelum Valley Road, 6 miles east of Srinagar.

goal from the road being so precipitous ; the usual route is down and on the river over snow, but the snow had burst or disappeared in several places. They then went on towards Pahalgam. The previous day, as I was coming along, I saw high up above us on the mountain side, which was covered with deep snow, a herd of ten or twelve ponies ; what they were doing there I could not say. To-day they were again seen, standing disconsolate looking in the same place. I should say the poor animals must ultimately have all perished. Isolated pillars of rock on the mountain ridges occur hereabouts, and are good landmarks. Rain for three days in the day time ; morning and evening fine. Saw a moonal pheasant, the first game-bird since I left.

" 14th.—*Rub Murg.* Encamped by a small lake, always containing masses of floating snow when not frozen over. There is a legend that the "fairies" bathe in it. Rub Murg is an extensive triangular plain, with slate, limestone, and shingle ridges on three sides. Waiting for the coolies to come up, I was examining the ground through a telescope, when I discovered a herd of eight male and eleven female ibex, feeding within 500 or 600 yards. Desiring my people to keep quiet and pitch camp in a hollow, I went after them at 12 o'clock, and returned at 5 P.M., after having been amongst the herd for two hours, during which time I was unable to distinguish them, although we heard the stones rattling under their feet, from a severe hail and snow-storm and mist. Notwithstanding the elevation and snow, I counted thirty different flowers to-day on one hill.

" 15th.—Lay in bed during the morning, whilst a glorious sun was drying the wet things of yesterday. Tent like a board from frost during the night, and hail and snow all round 6 inches deep, giving the appearance of winter. The ibex being visible after breakfast near the same spot, I was enticed out, and toiled after them for six hours, at an elevation of 15,000 or 16,000 feet, chiefly along the ridge, where I commanded either

side, without coming across them. Some ugly ground, where, if one missed his footing, he would be precipitated 2,000 feet. The grass was so scarce, the ibex were on the move all day feeding; hence my missing them. From such an elevation I had a good view of the Gwashbrari or Kolahoi Peak (17,839 feet high), and the surrounding glaciers. Camp probably 14,500 feet.

"16th.—Marched at 7 A.M., going over deep snow, which, however, was frozen crisp. Encamped in Harbagwan, by the lake Har Nag, which is about two miles in circumference. The banks on two sides rise gradually and are bare. Harbagwan is an undulating grassy plain, depasturing many ponies and immense herds of sheep. Coming along, I came upon a herd of ibex (females).

"17th.—Three miles short of Buj Murg, 8 miles. This place is not marked on the map, but it is about half-way to Aro. After crossing the ridge at the head of Har Nag, the road lies down a branch of the Aro River. I had the alternative of going to Kolahoi by skirting the Gwashbrari glaciers due North, but foolishly followed the suggestion of my guide, who said he would show me stags at Buj Murg. I was too early for them there, as it turned out. But I was not sorry at having seen such a beautiful part of Dachinpara. I made an easy march on the 18th to Buj Murg. The scenery on the 17th was very varied, being made up of glens delightfully wooded with sycamore, birch, willows, roses, &c., grassy glades, glaciers, and snow-peaks, high precipitous crags, and detached rocks. At Buj Murg it was entirely altered, having softened down into rounded grassy hills and pine-clad dells. We had one ascent (leaving the river) of about 1,000 feet through forest. Shot a fine lammergeyer, 8 feet expanse of wings, and 4 feet long, and saw two black bears. On the plateau of Buj Murg there are several ponds, which were much frequented by does and fawns. Later in the season, I should think it would be an admirable head-quarters.

for stag-shooting. There is a clump of pine and birch trees to encamp in ; the ground is easy, and supplies can be obtained from Pahalgam.*

" 20th.—Aro—5 miles—a steep, disagreeable descent down a khud, through heavy, wet, and high jungle. The district of Aro is famous for stags in the season, also ibex in spring.' There are only two houses. A painter might make a series of pictures here. The best view is from the Kolahoi road. An extensive grassy plateau is spread out before you, with the hamlet of Aro in the centre ; the Lidar River glistens in the sunshine as it winds through deep pine-clad ravines ; the primeval forests beyond form a crescent, and in the distance appear eternal snow-peaks and a glacier.

" 21st.—Kolahoi, 12 miles. Breakfasted in forest at Lidarwat—famous for its ibex cliffs. The first part of the road good and rideable ; the latter rough, a pony requiring to be led over the rocks. Glorious cloudless morning ; rain in the afternoon. Kolahoi is a grass valley lying North and East ; it is about 4 miles in length, and at its head is a magnificent glacier. *En route* is a pretty waterfall. To see the former to advantage you ought to overlook it by ascent either right or left. The former is easier, there being a path at the bottom of the glacier. Were the latter, however, ascended, the glaciers on the other side of the watershed, the Sind Valley, Lar Pargannah, &c , would also be visible. From what I know of the country, it would be one of the most glorious views obtainable in Kashmir. The peak of Harbagwan is marked 16,055 feet on the map. For one roughing it, I can recommend a rock at the base of the glacier for shelter. It is about 30 yards square, and has extensive chambers all round. To these bears resort in winter. I remained a week in the valley, trying

* The description now given covers country between the Lidar and Sind Valleys, and the return journey by an unbeaten, wild, and interesting route to Srinagar.

both North, South, East, and West, for bara-singhi. The day after my arrival, encamping to the left, I had the river bridged, as I depended chiefly on the mountain to the right. On the third day a cooly saw a stag, and on the morning of the 4th my escorts reported some ibex high up among the cliffs due West. I did not see them myself, but a magnificent stag came from the same place, passed within 400 yards of my tent, and crossed the river. At the same time I observed two more due East; at the head of the ravine, on a snow bed. I knew this ground well, having, on a former occasion, knocked over a couple of stags there; so as they seemed disposed to remain there some time, I thought I should be able, to find them next morning. That night I moved up from the Southern to the Northern part of the valley, and slept under the rock, by which move, I thought I should circumvent them. Ascended the mountain the following morning 2,000 or 3,000 feet and got to the place where the stags were last seen. Not, however, finding them, we examined the snow bed and discovered they had gone down it. Tracked over the snow and through forest for three miles, when the marks leading up again I gave up the chase, returning to camp. These were all that were seen. I had a little difficulty about coolies here, from discharging the old batch on arrival. The *mela* was going on at the Cave, and not a man was to be had from South. I, however, had some nine shepherds seized, as they slept in their tents at night, from a place five or six miles off. I say 'seized,' as they would have run away on a requisition being made. Once in camp, they became quite reconciled, taking it as a matter of course; stayed several days, and proved a good lot. During my stay at Kolahoi there was slight rain every day.

"28th.—Lidurwat.

"29th.—Ten miles, two beyond the pass at the Head of Tar Sar Lake, in which I bathed. The water was not as cold as I should have fancied, considering the altitude. To the westward are several other lakes or tarns. They

are all surrounded by bare, barren mountains, the water is deep-blue and clear. The group to the South of Jaji Murg are called Sona (the golden), Chanda (the silver), Mar Sar, &c. They contain no fish, and wild fowl rarely settle on them. The wood to-day consisted entirely of birch. Towards Nagbaran (good stag ground)—a pretty green valley—pines again commence. Met Mr. B.* (11th Hussar), who had been through Ladak, about which country his and his former companion's (Mr K.'s)* exploits there we had a talk. They had come across and captured specimens of a new animal—a jet-back wolf.

" 30th.—Sootoor Village, 9 miles Crossed the Tamnag Range In the vicinity of Tar Sar are immense masses of stones, which in former times came down from the mountains above, or else cropped out of the ground. These are ugly places to lead a pony over; indeed, he requires to be sure-footed and active, not to come to grief. The descent down the spur to Sootoor is not rideable. Passed an exceedingly pretty Pândû Temple, Narastan, imbedded in jungle.

" 31st.—Five miles. Ascent of 1,00 feet or so over the Westarwan Ridge to Krew A grass plain with a tank, orchard, and chenar trees by a largish village. A capital place for chikore-shooting under the hills Made a nice little bag, which, however, would have been much heavier had I had retrievers, many wounded birds getting away.

" 1st September.—Ten or twelve miles into Srinagar, having been out exactly a month, during which I enjoyed myself much despite the rain, which always falls in August. Some of the lakes, the cave, "murgs" or valleys, and glaciers I saw, are of a peculiarly impressive character; and now I have given a route which can be traversed by the most delicate. I have no doubt, they will be more generally visited, particularly as they are within an easy distance of the capital. It is to

* New Colonels Biddulph and Kinloch.

such places that the artist, with camera or palette, ought to direct his steps, there to immortalize his impressions of nature as seen in her most *outré* aspect.

"It may have occurred to the sportsman that I had no shooting. I did not expect it in August. True, after the 20th or so, stags sometimes appear on the grassy slopes and are shot with perfect heads though generally in 'velvet.' As a rule, however, they are very high up among the eternal glaciers and snow, in the ground that ibex frequent in spring. I might have shot bears, but as they were changing their fur, they were not worth firing at. One day a cooly (clever in his way) enticed a she-bear so close up to us by imitating the call of that animal, that I thought it advisable to pelt her with stones, as familiarity might have bred contempt.

"In the body of my paper I have mentioned some of the good ibex mountains. I have known of a 46-inch head having been shot at Lidarwat. Early in the season, I believe, one ought to make a good bag. From the 20th September the whole of the Dachinpara district, &c., are renowned for bara-singh."

Miss T., a young lady, who visited Amarnath in 1900, has kindly sent me the following note :—

"I should not advise any lady who is not capable of walking, and, over very rough ground, or who is affected by height, going. The marches are short but tiring. One cannot ride much, and has to be constantly dismounting and mounting. But the scenery is magnificent, very wild and grand, and rewards one for any inconvenience. The difficulty of the ground makes small tents a necessity."

THE LIDAR TO THE SIND VALLEY.

Pahalgam to Koolan.—*Distance, 36 miles.*

This note has been kindly given me by Captain Stulpnagel, R.A.

The marches are as follows :—

STAGES.			Distance in miles.	REMARKS.
No	From	To		
1	Pahalgam	Aro	7	
2	Aro	Lidarwat	7	14
3	Lidarwat	Sekhwas	7	
4	Sekhwas	Yamheur	6	Stiff
5	Yamheur (Lakes)	Zaiwin	4½	13
6	Zaiwin	Koolan, Sind Valley	4½	Easy

Total 6 easy, or 3 full marches.

The road after leaving Pahlgam passes through very beautiful scenery—at first through forest and meadows, then through deep and dark pine woods, with the Lidar below, frothing its way over the boulders. It is 7 miles to Aro, and this is the last place where the snow, or, glacier trout can be caught in any quantity. The fishing here is distinctly plentiful, and milk and firewood are to be had. Any one at all in walking trim can do another seven miles on to Lidarwat, making 14 in all. Since the last two years this road by the Yamheur pass has been much improved ; and, if ponies can be procured they form a good means of transport in dry weather ; but they are useless for the descent of the last march in wet weather. From Lidarwat one can make a diversion and visit the Kolahoi glacier, whence springs the Lidar proper. Many people make up parties from Pahlgam and visit the glacier, camping on perennial ice. On leaving Lidarwat, the scenery at once changes, the view being open rolling country, with a gradual but steady ascent. One comes to the birch belts and sees the silver birches all twisted and scarred from the weight of the winter ice. Sekhwas is reached after about a seven-mile tramp, though it seems more. It is above the altitude of trees ; juniper is available for firewood, and

as there are usually flocks of sheep and goats, milk and meat can be obtained with some trouble. Any one at all weak, and ladies, I would strongly recommend to camp here, and not to attempt the pass the same day. If one is keen however there is another tramp of 3 miles chiefly over boulders to the foot of the Pass. Here is a wonderful formation—the stream one is travelling up ending in a cul-de-sac, surrounded by steep cliffs, the water from the melting snow collecting in a cup below. The ascent to the head of the Pass is a steep and full mile. From the summit to the Pass is a steep drop of a couple of miles. At Yamheur juniper firewood only is procurable, nothing else unless Gujar cowherds are about. The lakes of Yamheur, just at the foot of the Sind side, are a remarkable sight, the deep blue flecked with bits of broken ice, even at midsummer. A pea rifle should be taken on this march, as there are lots of Marmots amongst the boulders, who come out and scream shrilly at passers-by. From Yamheur to Koolan in the Sind Valley is an easy march of nine miles for cooly carriage, but absolutely unfit for ponies, except in dry weather. The drop to Koolan is something like 7,000 feet. The forest scenery is charming, there being distinct belts of vegetation for different heights. Zaiwin is passed half-way. It is simply a clearing in the forest—a pleasant spot for lunch—and then on the ponies through to Koolan.

The time for our second march was as follows:—

Lidarwat 6 A.M., breakfast and rest at Sekhwas.

Lunch at top of Pass.

Yamheur Lakes 3 P.M.

Coolies' time 12 hours.

From Koolan, the visitor can march to Soonamarg, or Baltal; return to Kangan—visit Wangat ruins, go to the Gungabal Lake, climb the pass above, and march to the Woolar Lake by the Erin Nala; or return from Gungabal Lake via Brahinsar valley to Chittangool, thence to his boat at Manasbal or Gunderbal.

CHAPTER XIV.

THE PASSES ON THE EASTERN SIDE OF THE VALLEY—THE WARDWAN VALLEY—THE HOKSAR ROUTE—KISHTWAR—THE SINTHAN PASS—THE MARBAL PASS—MR. GILBERT'S ACCURATE MEASUREMENTS—KISHTWAR TO LEH BY ZANSKAR—TO JAMMU—BADARWAH—LAHORE TO—DALHOUSIE TO—BADARWAH TO KISHTWAR—SPORTING ROUTE TO BADARWAH.

The Passes on the Eastern end of the Valley leading to the Wardwan Valley and Kishtwar are as follows :—

1. Margan Pass	...	... 11,500	feet.
2. Hoksar Pass	...	... 13,315	"
3. Sinthan Pass	...	.. 11,800	"
4. Marbal Pass	...	... 11,500	"

Wardwan is really pronounced *Warwan*—or *Maru Warwan*.

The Wardwan or Maru Wardwan is a long and narrow valley, lying on the Eastern side of the Kashmir Valley, from which it is separated by a very lofty range of mountains. Its direction is nearly North and South, its length about 40 miles. It is bounded by high and rugged mountains, which almost entirely exclude the sun from its lower portions ; it is intersected by the Wardwan River, which rises in the North, flows southward to join the Chenab, and receives in its course several tributaries from the numerous minor valleys which open on each side of it, and are called Nais. It is traversed by the road which leads from the province of Kishtwar on the South to Sooroo and Kargil on the North, and thence to Leh, the capital of Ladak.

1. *The Margan Pass, 11,500, to Wardwan Valley.*—For the description of this route I am indebted to Mr. G. Lane Anderson, of Calcutta.

The ordinary marches are as follows :—

No.	STAGES.		Distance in miles.	REMARKS.
	From	To		
1	Kanbal . .	Achebal ...	7	
2	Achebal . .	Nowboog	12	
3	Nowboog . .	Gauran ...	8	
4	Gauran . .	Lutherwan	8	Cross Margan Pass.
5	Lutherwan . .	Inshin ...	7	

AN EXCURSION TO THE WARDWAN VALLEY OVER THE MARGAN PASS.

A party of four of us—two ladies and two men—having journeyed by boat from Srinagar, left the river at Kanbal, $1\frac{1}{4}$ miles before reaching Islamabad, and made our first march to Achebal, camping there beneath the magnificent chenar trees.

Our next march was one of about 12 miles to Nowboog, an easy road, almost level for some distance, and then a gradual ascent of a thousand feet or more through a jungle of low trees over the Halkun Pass. Reaching the summit, we had an excellent view of the country round, beautiful and park-like scenery, interspersed with patches of forest and streams. The descent to Nowboog village was along a good road, slightly steep in a few places, but, on the whole, excellent ; and by midday, after an enjoyable ride (for we took our ponies with us), we camped a little distance from Nowboog, leaving the village, which is prettily situated in a headland in the mountains, on our right.

The march from Nowboog to Gauran is one of about 7 miles, following a winding stream and a gradual ascent up the valley, through rice fields and fields of Indian corn, with large forests of pine on either side. Gauran is situated at the head of the valley beyond the stream,

and is rather hidden by trees. Here we found excellent camping ground on the side of the hill, and had a fine view of the valley with its splendid pine forests on either side rising up over the hills, and behind us the Margan Pass.

The road from Gauran to the summit of the Pass, though steep in some places, is not a difficult one ; our ponies were able to take us most of the way, or to within a mile or so of the summit, the rugged path here, over boulder land, being too steep to ride. The ponies were led up, and we walked leisurely ; and, by resting every few hundred yards, managed the ascent with comfort.

Reaching the summit we found ourselves in a beautifully green flat valley, a mile and a half long, in which both ponies and cattle were grazing, with hills on either side ; those on the left probably 2,000 feet higher. The water was intensely cold, and we enjoyed a draught of what we thought nicer than any iced drink we had ever had in Calcutta.

The valley, or flat, is nearly level for a mile and is about half a mile in breadth ; a slight descent over marshy land brought us to a magnificent view over the Wardwan Valley—of range upon range of mountain tops rising like the waves of an ocean, with the great peaks of Nun and Kun rising 3,000 feet clear above their fellows.

At the end of the flat, we camped at a place they called Lutherwan, though there is no sign of any village here ; it is a place for goatherds, whose huts were not far distant from the trees we camped under. This march occupied from 6 A.M. to 3 P.M.

It is well to note that the change in the temperature between Gauran and Lutherwan needs providing for. We found it very cold at Lutherwan when the sun went down, and were glad of the shelter of some rocks, to keep out the cold wind that blew. Warm wraps and rugs should be taken on this march, and the baggage be sent off very early in the morning from Gauran, to make sure of one's camp being pitched by the afternoon at Luth-

erwan, which is only 400 feet below the Pass. The ladies halted here while the men were ibex shooting to the left.

The hills on either side of Lutherwan are well worth an ascent. Both red bear and ibex were here, and, the very first evening we were able to clearly distinguish through our glasses a bear on the hill in front of us. We got both ibex and red bear on these hills during our stay, though at quite a day's march from Lutherwan. Climbing the hills on either side, we had a finer view of the snowy ranges, and the ascent on the right of Lutherwan through a pine forest, brought us into valleys or flats among these higher ranges, of a mile or two in length. At the end of the first valley we came to, which was probably two miles in length, we found large pools of water—the water rises here in a hollow among the mountains—and we shot a couple of duck, which, passing over, were probably resting here that day.

We then came to a very steep ascent of about half a mile, and over the summit found other flats, covered with grass, at a height of about 12,000 feet. Camping in one of these flats we ascended the hills, and followed a beaten track along the hills, obtaining magnificent views of the surrounding country, the view of snow-capped mountains and peaks being particularly grand.

RETURNING TO LUTHERWAN.

A good path in some places, and rideable, with the exception of a rough portion here and there, brought us to Inshin in the Wardwan Valley—having descended some thousands of feet.

Gauran and Inshin on either side of the Pass are about 8,000 feet, the Margan Pass being 11,300.

We camped a mile or so above the village of Inshin on the bank of the river, beneath some apple trees. It may be noted that whilst supplies are not obtainable between Gauran and Inshin, in both these places we were able to get milk and mutton (buying a small sheep at a time), as also other supplies, and honey was brought

to us. Our dâk runners brought us bread and stores from Srinagar regularly.

The Wardwan is a beautiful valley about a quarter of a mile in breadth, and bounded by high and rugged mountains. We spent ten days here, shooting in the nullahs, and, after short excursions, returning to camp at Inshin.

The people at the different villages were preparing for the cold weather and we were interested in their arrangements, understanding, as we were told by them, that they are practically cut off from one another for some months together. The snow prevents their leaving their villages, and so they were twisting the hay into ropes, and hanging these ropes on fairly high trees, where the cattle could not get at it—a sort of rick built in amongst the higher branches of the trees—and with this they fed their cattle during the months of seclusion. In the upper stories of the wooden houses in which they lived they stored their grain.

One of our party tried the river for fish and caught a large number close to the Inshin bridge, a very small fish, a few inches only in length, and icy cold to the touch when taken out. This seemed to be all however that the river contained.

We got a couple of barasingh in the nullahs above Inshin. The ladies did not accompany us for this sport.

Returning over the Pass to Gauran, we marched from there, over the hills and through the pine forests on the right of Gauran, into the Lidar Valley, a couple of easy marches to Eishmakam; then to Pahalgam, returning by the right bank of the Lidar to Bijbehara and Srinagar.

Referring to the excursion generally, we had heard a good deal of its difficulties, and that the region was more interesting to the sportsman than to the general visitor; and, whilst we would not recommend it to those who are not strong and able to rough it a bit, it certainly well repaid all the trouble we had to encounter, and the ladies of the party managed it with comfort by taking the stages easily.

2. *The Hoksar Pass, 13,315', to Maru Wardwan.*
Ward gives this route as follows :—

No.	STAGES.		Distance in miles.	REMARKS.
	From	To		
1	Kanbal	...	Achehal ...	7
2	Achehal	...	Nowboog ..	12
3	Nowboog	...	Rajparan ..	14
4	Rajparan	...	Camp ...	10
5	Camp	.	Maru ...	10

Rajparan is the name given to the beautiful Western slopes of the Hoksar Mountain. September is the time to visit it.

3. *The Sinthan Pass, 11,800', to Kishtwar.*
Kishtwar, 5,400 feet above the sea-level, rests on an undulating plain, about four miles in length and two in width, in the midst of mountains. Most of the plain is under cultivation, and many villages shaded by plane and fruit trees are scattered over its surface. This secluded spot, well adorned with verdure and flowers, and enclosed by great mountains, will, says Drew, gain admiration, from everyone who sees it.

Bears, serow, and goorul were once plentiful in the nullahs around, which were formerly seldom visited by sportsmen.

For the description of the route to Kishtwar via the Sinthan Pass, I am indebted to Major Kaye.

Those intending to visit parts of the Kishtwar district, other than the Maru Wardwan Valley, from the Kashmir side, have the choice of two roads both of which start from Islamabad (Anantnag) or Kanbal. There is little difference in the length of the two roads to Kishtwar town. The old Kishtwar Road, which is marked on the Trigonometrical Survey map of 1856, as a main road, crosses the range of mountains which divides Jammu

territory from the South-East corner of the valley of Kashmir, by the Marhal Pass (11,500 feet). This road is not kept in repair and is now a difficult track for ponies.

The other route, and this is recommended for selection, is the New Kishtwar Road, constructed by Colonel A. E. Ward in 1897. This road crosses the range by the Sinthan Pass (11,800 feet). In most parts this is a fairly wide track, well bridged and rideable throughout. The distance from Islamabad to Kishtwar town is about 66 miles. The usual stages are as under :—

STAGES.			Distance in miles.	REMARKS.
No.	From	To		
1	Islamabad (Waziri Bagh)	Kuthahr ...	10	
2	Kuthahr ...	Dusu ...	13	
3	Dusu ...	Sinthan ...	14	
4	Sinthan ...	Chatru ..	13	
5	Chatru ...	Kishtwar ...	16	

The following details of these stages and information about the road may be of interest :—

**I. Islamabad to Kuthahr.—Distance, 10 miles.
Kanbal, 11 $\frac{1}{4}$.**

After leaving Islamabad town the road crosses, for some six miles, the fertile rice lands situated in the delta of the Arpat River, the tributary of the Jhelum, which drains the Kutihar Valley. At mile 7, the Achebal garden is passed. Thence the road skirts the Achebal game preserve along the South side of the Kutihar Valley to the camp at Kuthahr. On the hillside to the South-East of this village can be seen the pits from which iron ore was formerly extracted, Kuthahr and Sof, on the Bringh stream, being the only two places where iron was formerly worked and smelted in Kashmir.

2. Kuthahr to Dusu.—Distance, 13 miles.

The road ascends slightly for the first $3\frac{1}{2}$ miles after leaving Kuthahr, passing through minor forest, till the low Kachewan Pass is reached. Thence the descent is very gradual to the Naubug Valley. Half-way is Kharapura, a fairly large village, where there is a camping ground and ordinary supplies can be obtained. The Naubug stream is crossed by a bridge a short distance above Larnu, the largest village in the Naubug Nala. There is a camping ground in this village also. Thence to Dusu on the Brinwar stream is about 4 miles. In the various ravines above Dusu both barasingh and bear are frequently shot.

3. Dusu to Sinthan.—Distance, 14 miles.

For the first mile the right bank of the Brinwar stream is followed. At this point the stream is crossed by a bridge and the road runs along the Sinthan Nar. The track which follows the Brinwar stream leads to the Hoksar Pass (13,315 feet), and thence to the Maru Wardwan Valley, or to the picturesque grazing grounds known as Rajparan. Near the junction of the streams is a pretty camping ground, a marg in the forests, called Soi Nar. Thence by a slight ascent Kudan, another open space in the forest, where camps are sometimes pitched (no supplies), is reached at the fourth mile. From Kudan the ascent becomes steeper; a footpath leads up the glen straight to the pass, but the road follows the stream to the left. Two miles from the pass the road again turns to the right; clumps of rhododendrons and birch forest are passed, and the barren hillside below the pass is traversed. The ascent is not a difficult one and the pass is very open. The descent is much steeper. It is some $5\frac{1}{2}$ miles to Sinthan, a grazing ground where a Gujar's "dhop" has been built. No supplies, but milk in the summer available. The view of the mountains towards Suru and Zanskar from the top of the pass is a

fine one in clear weather. A footpath from the pass to Sinthan exists, which is considerably shorter than the bridle path, but very steep.

4. *Sinhan to Chatru—Distance, 13 miles.*

At first the road passing through the forest on the right bank of the Chingam stream is cool and picturesque; but after crossing to the left bank the road is a tiring one, the descent too steep for riding with pleasure, and the heat considerable, unless an early start is made. At the seventh mile the village of Chingam is passed. This is a fair place to camp at if short stages are being made. The deodar forests from this point are very fine. From these forests sleepers for the railways are cut by the State Forest Department, which are floated down the Chenab river to Wazirabad. From Chingam to Chatru the road descends gradually and is pleasant riding. Shortly before the camp is reached the Singhpur or Kashur Khol stream flows into the Chingam stream, and the road over the Marbal Pass joins the Sinthan route.

At Chatru the Divisional Forest Officer has a small house.

5. *Chatru to Kishtwar.—Distance, 16 miles.*

From Chatru to Moghul Maidan, the scene of the defeat of the Moghul troops by the Kishtwaris, where the invasion of Kishtwar was first attempted from Kashmir (the proper name of the place is Moghal Mazar), the road is in parts very narrow and situated high up the hill-side. At Moghul Maidan, there are only two or three village houses and though camps are sometimes pitched there, the camping ground is poor and only the scantiest supplies available. Half way, the village of Darpetta is passed, and the Kashur Khol stream, which the road has followed, joins the Maru Wardwan River. The Chenab River is crossed by a good bridge at the twelfth mile; the village at the junction is Pandarkot. From the bridge the ascent to the Kishtwar plateau

is steep ; it is a tiring two miles' climb. On the roadside, the sole architectural relics of the old Hindu rulers of Kishtwar are seen. These carved stones seem to have formed portion of a series of resthouses for travellers.

Two miles over a level country, and Kishtwar town is reached. The fine old Changān (Polo ground) is the chief ornament of Kishtwar. The large brick houses of the Wazir's families, the mud fort, now used as a police station, and the bazaar are of little interest.

4. *Marbal Pass, 11,500', to Kishtwar.*

This route leads up the Bringh Valley.
The marches are—

No.	STAGES.		Distance in miles.	REMARKS.
	From	To		
1	Kanbal (Islamabad)	Wangam	...	18
2	Wangam	Karbudru	...	9
3	Karbudru	Singhpur	...	16
4	Singhpur	Moghul Maidan	...	16
5	Moghul Maidan	Kishtwar	...	11

The pass is crossed in the third march ; the descent, steep grassy slope, is open at first, but afterwards in a narrow glen in early summer this route is somewhat dangerous below on account of avalanches. The view of snow peaks from the summit is very splendid.

5. Mr. Gilbert* of the Kashmir Railway Survey gives the distances as accurately measured by him as follows.

* "Hints to Travellers, 1887."

In a mountainous country, however, exact measurement, though correct, make distances appear much shorter than they really are to the tired traveller. Up a steep pass the ordinary pace may be allowed at a mile an hour.

His marches are as follows :—

STAGES.		Distance in miles.	REMARKS.
From	To		
1 Kanbal ...	Harhamme Achebal	vid ...	
2 Harhamme Achebal	Wyl	11 9½	Turn off left to Now-boog.
3 Wyl	Karbudru	9	
4 Karbudru	Singhpur	9	Climb to top of Marbal Pass, 2,600 in two miles and descent of 5,000 in next seven miles.
5 Singhpur	Moghul Maidan	10	Good shooting nalaas on the left.
6 Moghul Maidan	Kishtwar	11½	
		59½	*

The route from Kishtwar to Maru Wardwan, is up the river Maru *vid* Lopar, Hanzal and Yardu, fairly easy marching.

A bridle path is also being constructed by the Forest Department up the Valley of the Chenab (Chandra Bhaga). In 1899 some 15 miles were completed to Kidnu. It is a great improvement on the former unspeakable foot-path.

A route leads from Kishtwar by Zanskar to Leh as follows :—

27 marches, 298 miles.

STAGES.			Distance in miles.	REMARKS.
No.	From	To		
1	Kishtwar	Bagni	13	
2	Bagni	Piyas	11	
3	Piyas	Siri	9½	
4	Siri	Atholi	14	
5	Atholi	Kundhel	11	
6	Kundhel	Machel	11	
/	Machel	Bujwas	8½	
8	Bujwas	Bugjan Hiwan	7	Large glaciers.
9	Bugjan Hiwan	Gaura	13	Cross Umasa La, 17,370.
10	Gaura	Ating	10	
11	Ating	Sani	9	
12	Sani	Padam	9	Chief place of Zan- skar.
13	Padam	Thondhe	9	
14	Thondhe	Zangta	12	
15	Zangta	Nanitse	13	
16	Namtse	Pangatse	10	
17	Pangatse	Nira	10	Cross Nira Pass, 16,000.
18	Nira	Yalehung	6	
19	Yalehung	Phutaksa	16	Cross Singhe Pass, 16,600.
20	Phutaksa	Honupatta	12	Cross Pass, 16,200.
21	Honupatta	Wania	12	
22	Wania	Lamayurū	6	
23	Lamayurū	Leh	66	Cross Pass, 12,500. Join Leh route.
			298	

This is a difficult path even on foot, and closed by snow for eight months in the year.

Kishtwar to Jammu.

The direct road to Jammu is as follows :—

STAGES			Distance in miles	Distances as measured by Mr Gilbert. •
No.	From	To		
1	Kishtwar ..	Kandni	10	9½
2	Kandni	Jangalwar ..	10	8½
3	Jangalwar ..	Bheli	14	10½
4	Bheli ..	Khaleni	10	11½
5	Khaleni ..	Assar	14	9½
6	Assar ...	Batoti	14	10½
7	Batoti .	Drumtal	13	.....
8	Drumtal ...	Udampur	13	.....
9	Udampur ..	Dansal	14	old road
10	Dansal ..	Nagrota	12	
11	Nagrota ..	Jammu	5½	
			By road	

The first four marches are over very bad road. In march 5 are a couple of bad ascents. March 6 is level at first, then a very bad ascent of about 3,000 feet to pass, known as Makru Phât ; then a stiff descent, and another climb to Batoti. Much of both is rideable. Assar has no shade to camp in. On the whole, Kishtwar to Batoti is very stiff marching, some parts being quite unrideable.

Badarwah, 5,400 feet above the sea-level, is the chief town of the jagir of Raja Sir Amr Sing, K.C.S.I. It is an old rambling place with typical Kashmir houses and may perhaps contain 3,000 inhabitants. It is plentifully supplied with water; there is a curious square in the centre, and an old-fashioned bazaar. Combs and caps seem much sold, and dherzies are much to the fore.

It is four marches from Kishtwar, the intervening country being difficult going. Badarwah is perhaps of interest, because red bears are occasionally found in the neighbourhood of the Chattardar Pass. One or more officers of the Forest Department have of late years lived here in the summer.

Badarwah can be reached from Kishtwar, Batoti (on Jammu Route), Dalhousie, or Chamba. I have visited it from Dalhousie.

The best route from the Punjab is as follows. For a note on this I am indebted to Mr. R. H. Fendall, of Lahore.

The marches are as follows :—

No.	STAGES.		Distance in miles.	REMARKS.
	From	To		
1	Lahore ...	Pathankote ...	.....	By rail.
2	Pathankote ...	Dhar or Dunira	.....	By tonga.
3	Dhar or Dunira	Basoli ...	8	Riding and ferry.
4	Basoli ..	Bhoond ..	13	Bridle path.
5	Bhoond ...	Buni ...	12	"
6	Buni ..	Sarthal ...	12	"
7	Sarthal ...	Badarwah ...	14	"

Rail to Pathankote, take tonga to Dhar, or Dunira, thence across country 8 miles, from either place. The road from Dhar is however better than the pagdandi, or track, from Dunira. One crosses the river by ferry or raft to Basoli, and enters Kashmir from British territory.

4. Basoli to Bhoond.—*Distance, 13 miles.*

A long, dreary, dusty march, most uninteresting through low hills, no bungalow, and a very small camping ground. Altitude about 4,000 feet; Dalhousie easily seen.

5. Bhoond to Buni.—*Distance, 12 miles.*

The road leads over the Banjil Pass, 6,500—7,000 feet. A pleasant march and pretty camping ground on the banks of a river.

6. Buni to Sarthal.—*Distance, 12 miles.*

Sarthal is about 8,000 feet; some wild gorges are passed on the way. Red bears are found near camping ground. There is only one small shop here during the summer months, and no supplies can be relied on.

7. Sarthal to Badarwah.—*Distance, 14 miles.*

Cross the Chattardar Pass 10,100 feet. A very easy ascent. Fine view on clear day, and specially from heights to left which run up to 13,000; a cold country of rocks above. No living thing. There are two mountain tarns. The view includes the Machai Peak, Nun and Kun 23,000 and the Brahma Peaks, 20,000.

On the hillsides above the Pass are fine rhododendron trees. The descent is easy and follows a beautiful pine-clad valley to Badarwah, say, 10 miles distant. The scenery on this march is very fine as a whole. Within $\frac{1}{2}$ mile of the city is a nice little forest hut.

The marches from Dalhousie are as follows:—

STAGES.			Distance in miles.	REMARKS.	
No.	From	To			
1	Dalhousie	...	Kajiar	11	
2	Kajiar	...	Chamba	7	Cross Ravi,
3	Chamba	...	Manjir	16	
4	Manjir	...	Bhandal	14	
5	Bhandal	...	Langera	14	
6	Langera	...	Thanala	17	Cross Padri.
7	Thanala	...	Badarwah	8	Pass, 9,000 feet.

Kajiar is a lovely spot—an opening in the forest—overlooking a wee lake, with deodars around. The lake is said by the natives to be unfathomable, but a recent measurement gave 16 feet. There is a dâk bungalow.

Chamba is a most picturesque town, specially when looked down on from a distance. A charming view is obtained about 3 miles beyond Kajiar. The Ravi is crossed by a fine suspension bridge. There is a second bridge over the Ravi lower down near Bathri below Dalhousie. At Chamba is a very good fully furnished dâk bungalow.

Manjir, a very long march, and very hot in the summer. Forest bungalow.

Bhandal, a tedious march, commencing with a long ascent. Small forest bungalow.

Langerā, a small village. Small forest bungalow.

Thanala, cross Padri Pass, over 9,000 feet. Ascent difficult. No rest-house.

Badarwah, no rest-house.

A sporting route I followed in October 1895, after gooral and red bear was :—

1. *Dalhousie to Khairi*; 5 hours.—Crossed river on temporary raft. There is a single rope stretched across the river here.
2. *Khairi to Searah*.—A climb of 2,000 feet. Jungle fowl and gooral.
3. *Searah to Bhanjal*.—Ascent of 1,500 to 2,000 at start.
4. *Bhanjal to Bhani*.
5. *Bhani to Lohamgar*.
6. *Lohamgar to Sarthal*.—Fine bold scenery in gorges in this march.
7. *Sarthal to Badarwah*.

These marches pass through gooral cliffs, with jungle-fowl shooting below, and red bear in and about the Sarthal mountains. Saw many moonal pheasants on higher mountains South and South-East of pass.

An interesting route from Srinagar to Dalhousie is by Kishtwar, Badarwah, and Chamba. For convenience sake the full marches are given :—

STAGES.			Distance in miles	REMARKS.
No.	From	To		
1	Srinagar	...	Islamabad	34
2	Islamabad	...	Kuthahr	10
3	Kuthahr	...	Dusee	13
4	Dusee	...	Sinthan	14
5	Sinthan	...	Chatru	13
6	Chatru	...	Kishtwar	16
7	Kishtwar	...	Kandni	12
8	Kandni	...	Jangalwar	13
9	Jangalwar	...	Jaora	7
10	Jaora	...	Badarwah	16
11	Badarwah	...	Thanala	8
12	Thanala	...	Langera	15
13	Langera	...	Bhandal	12
14	Bhandal	...	Manjir	14
15	Manjir	...	Chamba	16
16	Chamba	...	Kajiar	7
17	Kajiar	...	Dalhousie	11

Marches 1 to 6 have been described.

7. Kishtwar to Kandni.—*Distance, 12 miles.**

There are two roads. One (impassable for ponies and only fit for coolies) follows the river between Linail and Kandni. The better road is by Sailana where a pony can be led.

* For notes on this march as well as for much general information, I am indebted to E. Radcliffe, Esq., Assistant Forest Conservator, Kashmir.

8. Kandni to Jangalwar.—Distance, 13 miles.

Very bad steep staircase road nearly the whole way, difficult even for a led pony. A side stream is crossed by a rickety bridge at Thatri. This is a roughly-built rest-house.

9. Jangalwar to Jaora.—Distance, 7 miles.

There is a steady climb for the first three and a half miles to a ridge with forest; good snow view. Road ahead difficult in places. Water found at only one place on this march.

10. Jaora to Badarwah.—Distance, 16 miles.

The road follows the ridge with splendid snow views for ten miles, descending to Chinta. Thence is a steady ascent to Badarwah.

11. Badarwah to Thanala.—Distance, 8 miles.

Road good and passable for laden animals, crossing several small streams up cultivated valley. Camp at foot of pass.

12. Thanala to Langerā.—Distance, 15 miles.

Long ascent of 2 miles to Padri Pass, 9,000 feet, which marks the boundary line between Chamba and Kashmir. Steep stony descent following the course of the stream down the Kandi Marl Valley Forest bungalow.

13. Langerā to Bhandal.—Distance, 12 miles..

The road continues down the valley with troublesome ascents and descents. North-East of Langerā is Gumgool, where, owing to wise and careful preservation by the Raja of Chamba, a keen sportsman, the Hangal or Barasinga still remains. Forest bungalow and post office.

14. Bhandal to Manjir.—Distance, 14 miles.

A long tiring march; towards the end a steep ascent of 2,000 feet leads to a plateau and then a long tedious descent to forest bungalow.

15. **Manjir to Chamba.**—*Distance, 16 miles.*

A long march over a good bridle road. At about one mile the Sachi branch of the Ravi is crossed. At 7 miles the path rises to a ridge whence Chamba is visible about 8 miles distant. The road below follows the right bank of the Ravi to the town.

16. **Chamba to Kajiar.**—*Distance, 7 miles.*

Leaving the town the river is crossed by a handsome suspension bridge and then a steady ascent to Kajiar.

17. **Kajiar to Dalhousie.**—*Distance, 11 miles.*

A charming walk along a good bridle path ascending gradually to the dip at the woodsheds, thence easy descent to Upper Bakrota mall and one mile down to the post office, Lower Bakrota, Dalhousie. There is a second longer way to Dalhousie (21 miles) *via* Chil (9 miles), where is a dák bungalow. The gradient is easier, but the road is hot and exposed to the sun.

A second route to Dalhousie from Kashmir is *via* the Banihal Pass and Janmu road to Batoti, thence to Badarwah as follows:—

Srinagar to Batoti, see Chapter VI.

STAGES.			Distance in miles.	REMARKS
No.	From	To		
6	Batoti	... Assar ...	14	Cross Makru Phat
7	Assar	... Khaleni ...	14	Pass, a climb of over 2,000 feet.
8	Khaleni	... Khaleni ...	12	Camp in Deodar Forest.
9	Khaleni	... Badarwah ..	9	Forest bungalow above town.

CHAPTER XV.

THE SOUTH-EAST AND SOUTHERN PORTIONS OF KASHMIR
—A TOUR UP THE RIVER JO KAKAPUR—PAYECH—
SHUPIYAN—TUNG MARG—THE HARIBAL FALLS—THE
COURSE OF THE VESHAW—KANGWALLIAN—MAHINAB
—SAIPOKRIAN—THE KONSA NAG LAKE—RETURN
JOURNEY—SEDAU JO KONSA NAG—KANGWATTAN TO
KURI—VIGNE'S ROULE—TUNG MARG TO MAZGAM—
KAIM-I UDIN ZIARUI—HANJIPUR—CHIMER—DAND-
WAR—THE MOHOO PASS—DANDWAR JO RAMSU—
CHIMER TO AKEHAL—ROOZLU VALLEY—VERNAG—
THE BANIHAL PASS—LIST OF PASSES IN THE NEIGH-
BOURHOOD OF BANIHAL—ACHEBAL—ISLAMABAD—A
TOUR, ISLAMABAD TO NOWBOOG—KOKARNAG—VER-
NAG—SHUPIYAN—CHRAR—NIL NAG—SUNSET PEAK
—TUIAKUTE PEAK TO SRINAGAR.

IN Chapter XIII, the traveller has been conducted by river from Srinagar as far as Kakapur. Here it is well to have through pony carriage arranged for privately beforehand, together with as many coolies as are required. Ramoo, the first stage on the Bhimber route, is 10 miles distant.

Kakapur to Payech.—*Distance, 7 miles.*

Clearing the small village on the left bank of the river, one turns to the left, passing evidences of ruins, one possibly a bridge. The three branches of the Ramchu River are then crossed by rude bridges. The Ramchu River rises in the Pir Panjal under the Chittapatti Pass. The road then leads through the nice little village of Ratnapura. Beyond this the path is a mere track across rice-fields to Naroo, the entrance to this little

village being shaded by five chenars, one of great girth. The track continues on towards the fine Kareewah of Nonagar, with a large village, Largroo, very conspicuous under its lee.

The path then follows the line of the Kareewah, with a nice little brook to the right to the village of Kohil. On the North-East side of Kohil near a fine spring issuing from the foot of the Kareewah is a small half-burned temple, resembling that at Martund. Thence it runs close under the tableland, the sides of which are much honeycombed, where the crows have their dwellings. The stream flowing under the Kareewah is forded twice before Payech, situated close to the head of the tableland, is reached. The camping ground is S.E. of the village on a grassy plain overlooking the brook—a beautiful clear stream in the autumn. There is a fine view of the Konsa-Nag Peaks sharp and defined. The temple at Payech is one of latest relics of the Hindu age. It is dedicated to Vishnu, and the ceiling is radiated so as to represent the sun. It is curiously situated outside the village and was surrounded by a poor mud wall in November 1901.

Payech to Shupiyan.—Distance, 12 miles

The path at first ascends the side of the Kareewah, with good views to the right, away to the Western tableland known as Damodar. After clearing the rising ground the distant point made for is a small dark hill, Lobia Tur, which is $1\frac{1}{2}$ miles East of Shupiyan. The march is not of much interest, and the road is indifferent. The country passed through is a good deal under rice cultivation, covered with numerous fruit trees, and a good many black berry bushes, ripe in October. Villages are scattered every where. After about 3 hours going one reaches the village of Dumowing, well shaded with chēbars, on the left bank of the Rembiara, a river which rises in the lakes Nundun and Bhag Sar.

near the Darbal Pass. This is a good place for breakfast—two-thirds of the march. The path soon after crosses the wide rocky bed of the Rembiara, ascends the right bank and passes the village of Ashrung, which contains a ziarut and the usual chenars. Another stony nala is crossed, then rice cultivation and soon a well-made track from Ramoo is struck, leading up to Shupiyan, which lies mostly hidden in a hollow of the land beyond. The chief pleasure of this march is the fine view of the Pir Panjal peaks, which show out clearer as one advances. The lowest depression S.-S.-W. which marks the Aliabad Pass is very plain. Shupiyan is a large town built on hillocks as well as in the hollows. The bazaar is a good one and a great emporium for salt. The rest-houses were located beyond the town in a level place much exposed to wind at night. The barrack here was destroyed by fire, and the old double-storied house depicted in "Knight's Kashmir" is unfit for habitation. The best site for a camp is the enclosure beyond the State Dispensary. The south view is obstructed, but from here is seen a fine panorama of the valley and of the mountains south and east. If a halt is made at Shupiyan, there are two places near by, which should be seen by the visitors. One is the Lohun Tar Hill, and the other the spring and small *Mundir* of Kapal Mochan. The former should be visited early in the day, the latter at any time.

Kapal Mochan is about half an hour's journey. The path to it leaves Shupiyan by the South-East, passing through the village of Batpura, with its picturesque houses, all occupied by Pundits, on across the Rembiara towards the cliffs on the opposite side. Here is the small detached village of Dēhgām. Beyond it is the sacred spring and a small *Mundir*. The main spring is enclosed in a small tank. At one corner is an ancient *Lingam*, at another some old carved stones. The ruins of a recent incomplete temple close by were originally intended for the *Lingam*, but the door being put in facing North

instead of East and West, the building was abandoned. Thousands of people from all parts visit this spot in August, specially those who have lost children under five years of age.

The Shupijan land-mark, the Lohun Tar Hill, though looking close by, is nearly 2 miles distant. It is approached by a good country road, which runs on towards Kalgam for $1\frac{1}{4}$ mile ; it then turns to the left over a track, the final ascent being short and steep. It is about 350 feet above the level of the valley, and the small forest of firs (*Abies Webbiana*) on its summit makes it a conspicuous object. A fine unbroken view of the valley on all sides is obtained from its summit. The enthusiastic Vigne who got his first view of the valley from the Lohun Tar, writes : "I gazed in surprise, excited by the vast extent and admirably defined limits of the valley, and the almost perfect proportions of height to distance by which its scenery appeared to be universally characterised." Vigne in apologising to the reader, as I do now, for the constant repetition of remarks on landscape, asks his readers to remember that the name of the valley has ever been associated with a high picturesque idea ; that Kashmir is not India, that its glens, glades, forests and streams are truly Alpine ; that the aspect of the forest at a little distance is wholly European ; and, although it may resemble the best of European scenery, yet European scenery is not the best. On a very clear day one sees the Takht-i-Suliman (27 miles distant), the Fort on Hari Parbat, and to the left is Aha Thung marking Manasbal ; above are the peaks of Koiahoi, Haramukh, and the great mountain, Nanga Parbat (N.) in the corner—lord over all. Westward and South-West are the forest-clad slopes of the Pir Panjal and the great line of peaks above. North-eastward in the valley is the ridge and Martund plain above Islamabad, and between this and the city the peak of Wastarwan jut out into the valley. The small sketch attached, may be of interest to the visitor. Travellers to Kashmir are advised to carry a

little pocket compass with them, otherwise the position assigned to various places will not be understood. The Aliabad Pass would certainly be thought to be nearly due South, whereas it is about West $\frac{1}{2}$ South, and the peaks of Nun and Kun are almost true East. The Goolabghur Pass is nearly due South. Between it and the Aliabad Pass depression come the Konsa-Nag Peaks, the pass of same name, the Budil Pass next, with a striking headland to its West which is, I believe, the great bluff point of the Pir Panjal, seen from Sialkote. In returning to Shupiyan from the high ground above the village of Mimander, one gets a fine view of the town for the foreground, and Nanga Parbat Peak rising beyond, with Haramukh to the right.

3. Shupiyan to Tung Marg.—Distance, 9 miles.

The road leads through the village, descends and crosses the stream at the back and then rises to the plateau, whence, in the clear early morning, one gets a glorious view of the Panjal Peaks, specially that which marks the line of the Budil Pass, mentioned before, and one may take a farewell look at Nanga Parbat. Beyond, in a hollow, lies Gogrin village, and Mimander, known for its blankets, is on the rise opposite. Clearing these, the road turns South-West over high lands, with often deep drops in between, to Ramnagari. A mile beyond is Rishnagar. This village stands on the left bank of the river Veshau, rushing below in its fine stony bed, a quarter of a mile wide. Descending from the high ground we cross the river by a bridge, and after two more ascents, the path turns to right, and runs over an open stony plateau towards the Veshau gorge. Tung Marg is the home of Gujar cowherds, whose square flat-roofed houses cover an area of nearly $1\frac{1}{2}$ mile. The camping ground is beyond the last house in the village on the edge of the right bank of the Veshau River and within sight of the celebrated Haribul Falls, where the river makes its final exit into

the plains of Kashmir. After sunset in the autumn a very strong cold wind blows through the gorge, and for comfort's sake the camp should be pitched on one of two very nice sheltered plains half a mile higher up the gorge and above the falls. The view from the camp up the Konsa-Nag Valley is beautiful, with its steep perpendicular cliffs lined with pine trees backed by high mountains. Towards evening the view across the valley North-East and East is very impressive as the sun slowly disappears in the West, throwing his purple glow on the higher snow peaks; Haramukh first fades, then Kolahoi, but the rays rest long on the white snow peaks of Nun and Kun. The Haribal Falls (Haribal place of Huri or Vishnu) are approached by a good path about a quarter of a mile from the mouth of the gorge. The advantage of visiting them from the right bank is that one can go down to the level of the cataract and by a little improvement of the goat track one can descend to the river below the falls. I have twice visited the falls—last time in the autumn. In spring and summer, they must be splendid. The water does not fall clear over in one drop, but slips down through a great cleft in the rocks. Even in November, the thundering roar of the water seems to shake the ground. The spray is dashed up as a great cloud to one side, but as Vigne says, the beauty of Haribal is not owing to the volume or to the height of the fall, which does not exceed thirty feet, but to its dark, deep and precipitous sides, the forest around, and to the relief afforded by the snows of the Pir Panjal that rise majestically at the head of the valley above. A precipice rises from the left bank, with a ledge above from where visitors from Sedau, $2\frac{1}{2}$ miles distant, look down on the falls from above. This ledge is said to have been on several occasions the last resting place for the feet of the Hindu suicide. Even if one goes no further, every visitor to Kashmir should come and see the falls. There are numbers of pigeons in the neighbourhood.

**Tung Marg to Kangwattan.—Distance, 8 miles.
Time, 3 to 4 hours.**

One cannot take a pony this way, owing to one or two awkward places, and a bridge ahead. The road continues up the right bank of the Veshau gorge, a good mountain path, and half a mile ahead crosses a nice sheltered plateau, a quiet camping ground. A little ahead is another plain, on which stands a large rock with several pines growing from it. Below here the river is bridged roughly in the autumn. On the opposite bank, below the bridge, a track leads up the hillside to a small sulphur spring, near a pine tree; about 200 yards from the bridge. The water is dark, smoky coloured, and impregnated with sulphuretted hydrogen and sulphides. I mention this spring owing to its having been accidentally discovered by a Gujar in September 1902. There is a lovely view up valley from this plateau, which is recommended as a better camping ground than Tung Marg. The valley sides above it are clothed with most luxuriant grass. The path now enters the forest, turning somewhat to the left, passing a level on the far bank Latgasari, which leads up a side valley. It continues fairly level, as much up as down. After 1½ hours, one clears the forest on the left, and the path drops down into the little grassy plain of Samung and beyond descends steeply to the Veshau River, here crossed by two narrow bridges connected to either bank by a large rock in the centre of the stream. The bridge is, I believe, generally carried away by the early floods, when the road would be closed. Below the bridge is a beautiful pool in the river. The Zogi Marg stream is seen joining the right bank of the Veshau higher up issuing from a lovely gorge. Beyond the bridge the real ascent to Konsa-Nag may be said to commence. The path, now very narrow, rises steeply up a bank slippery from pine needles, and eventually after about 2 miles leads on to the open ground and fine plain to the right known as Kangwattan.

To the left, across the river, is a splendid pine forest, grown down to the level of the river, with a ridge of pines above, backed by higher pine-clad slopes. Gujar huts are dotted here and there, and in the summer there is said to be a large native population.

The fine open margin on the right extends up for $1\frac{1}{2}$ miles, and the hillsides above are clothed with grass. The path from Sedau is seen high up in the hillside.

**Kangwattan to Mahinag.—Distance, 7 miles.
Time, 3 hours.**

The path descends and crosses by a bridge to the right bank, which is followed for some distance through the grand forest. A little ahead the track for nearly a mile winds in and over a forest of dead trees, some of them giants in their day. Most of the fallen trees bear marks of fire. These trees are said to have been destroyed by a mighty snow avalanche, which in 1855 swept across the valley from the opposite bank, during the year of the great earthquake. The path hugs the right bank, a steady and easy ascent, the forest gradually diminishing. After $1\frac{1}{4}$ hours, a small level known as Arungi, with a Gujar's house on the left, is reached. It faces the Chitti Nala, the place about is called Chittanar. The higher road from Sedau drops down here to the river level on the left bank. Above the right bank of the Chitti is a good clump of pines, which shelters a Gujar's hut, several of which have been passed before. About $2\frac{1}{2}$ miles above Arungi, the plain of Mahinag juts out from the right bank across the valley. It is marked by the bare trees dotted over it. The road is now rougher, and this last portion, at a higher elevation, will take a good hour. Mahinag at the far end of the plateau, consists of two Gujar huts on the hillside above the stream. It commands a fine view of the head of the valley, a huge *cul de sac* enclosed by great mountain peaks, which reach to 15,000 feet. It is also well sheltered from the wind, and on November 9th, I found it a

much warmer place than Tung Marg on this account. In a depression to the right of the highest peak a path over 13,000 feet leads to Budil. The Konsa-Nag Lake position is hidden away to the left. Mahinag is so called because of three small nags found in the bed of the Veshau, where the stream runs down. In the lower one wild duck sometimes settle. Just above Mahinag a powerful stream issues from a hollow on the right bank nearly equal to the volume of the Veshau higher up. The marches, Tung Marg to Mahinag, can easily be done in one day.

Mahinag to Konsa Nag Lake.

The path continues up the right bank, passing two more river nags, each under the high bank on the right. In November the waters were clear & crystal. As one approaches the buffer-like rising ground that blocks the head of the valley, the stream is crossed, and the path keeps away to the right, circumventing the hill. Crossing two feeders, it then heads S.E. towards the high ridge, closing the valley beyond, and below which lies the lake. The small plain traversed in front, surrounded by mountains, is Satpokrian. It is a good 1½ hours from Mahinag. The plain is a moist place traversed by many rivulets. I put up four snipe here in November 1901. On the west side are the ruins of a Gujar's hut. In the hot weather Satpokrian would be a very good place to camp at for those wishing to see the lake easily and thoroughly. Birch wood is obtainable on the hills above in sufficient quantity for a day or so, but nothing else. Pine wood would be carried from Mahinag. The lake is still invisible, and a good climb remains.

Satpokrian to Lake.—Time, 1 hour; distance,

There are two paths, one on the left of the barrier and one on the right. I took the former, and after we took that, the latter was closed.



KUNSA NAG LAKE, TIBETAN Mts., PR. YANAN.

40 minutes' climb, on reaching what should be the top, one comes out of rocks. These are slowly negotiated. The track then drops into a grassy hollow on the left, a great relief to one's feet, and after some more rock scrambling, the lake is at last viewed a considerable distance below. We eventually, after some trouble, picked our way across the rocks to the grassy ridge overlooking the cove in the right-hand corner.

The Konsa-Nag (Kosah Nag locally) is a grand mountain lake heading N.-W. and S.-E.; its length is a mile and a half and its breadth may reach half a mile. It is pear-shaped, very narrow at the far S.-E. end. There is a bay to the left and two caves, one in the centre, another, a large one, to the right.

On either side, North and South, it is enclosed by precipitous mountains rising some 2,000 feet from the water. A glacier valley, with high peaks, closes the far South-East end. Indeed, according to the map, these are the Konsa-Nag Peaks, for they are located topographically a good two miles clear of the Nag. Taken as a whole, with its wild surroundings, the Konsa-Nag lake is a glorious sight. It is completely hemmed in, and the passage by either flank to the far end must be a difficult one, for no track is visible. The mountains on the Eastern side of the lake are still called the Koserrin Kotur.

Allowing the peaks on either side to be 15,000 feet, and their height above the water at say 2,000 to 2,500 feet, this would give the Lake a level of 12,500 to 13,000 feet. In the spring and summer the water is some 40 feet higher than in winter. In the spring its surface is said to be covered with icebergs, which are driven about by the wind. On November 10th, 1901, no ice was visible. On the far South-East side, a stream of greater magnitude is said by Vigne to find its way through the mountain side and flow towards the Chenab, and the men who accompanied me said this was still the case. The shore in the side cove on the right is marked by ridges, evidently the result of storm waves. One sees the same thing on a

smaller scale on the North side of the Woolar Lake at Shukr-u-din. There are two Konsa-Nag passes, both to the right. One close above the lake, Fute Punjal or the ridge of Victory, is only fit for footmen ; the other, a little further back, is said to be used by ponies. A third pass starts further from the right head short of Satpokrian plain ; it leads to Budil.

All these passes must be near 14,000 feet. There is a fair amount of juniper dwarf brushwood on the Northern centre shore of the lake, and there are evidences of former picnickers under the rocks below, in the shape of broken bottles. According to Vigne, this noble mountain tarn is not, of course, without its legends. At the Western (near) end the trap rock descends to the water in a succession of ridges or steps, which according to tradition were occupied, the highest by a Rajah, who ruled this part of the country and beneath him the Wazir and Sirdars. Another story is that one of a party of Hindoos bathing in the lake swam to a rock near the bank. His friends asked him why he remained so long. He replied, he dared not leave the rock, as, whichever way he looked, he saw the demon of the lake in the water ready to seize him. At last he sprang from the rock and the demon was seen to seize him ere he touched the water, and he never rose again.

The return journey was made by the right path previously mentioned, and the ascent should certainly be made this way. Not only is the climb much easier, but the lake is viewed in the approach much further off than from the left track, which seemed endless. This path too follows the source of the Veshau. The river rises about 500 feet below the surface of the lake gushing out from the hill-side as a powerful stream and not over the barrier. A recent landslip has occurred above this spring, exposing some huge rocks which will probably find their way down to the plain below as others before them. The visitor wishing to explore the lake thoroughly and essay the passes, should camp at

Satpokrian for a few days. He must bring all supplies with him and better some firewood also, though old birch wood is procurable.

From the lake I returned to Kangwattan, and thence the next day to Tung Marg and Mazgam.

The road to Konsa-Nag by the right bank of the Veshau has been described. This route is open according to the state of the bridges, which are said to be carried away by the spring and other floods. The state of the road the traveller will ascertain beforehand.

The other route from Shupiyan is said to be a better, and a pony road.

1. Shupiyan to Sedau.
2. Sedau to Chittanar.
3. Chittanar to Konsa-Nag.

Sedau is a lovely village situated in a pine-clad glen about 6 miles South of Shupiyan, on the alternative road to Hirpur and Gujrat. From Sedau runs the path over the Budil Pass to Rajouri. The Haribal Falls are $2\frac{1}{2}$ miles from Sedau ; the view is obtained from the precipice of 100 feet overlooking the left bank, and the approach is said to be a little difficult.

Dr. A. Neve* gives the route Sedau to Konsa-Nag as follows :—

Sedau to Chuttarnar.—Distance, 9 miles.

"For three miles a gentle ascent through forest ; then descend for 500 feet to Saldwas stream, a log bridge. Then a very steep ascent, one hour, through forest, Ram Kasun ; then one and half hour round slope of hill leaving forest, and gradually the Veshau stream. Camp in coppice of dwarf birch near river. Kangwattan is a Gujar summer village, three miles down on the right bank."

This brings the traveller opposite Arungi, mentioned between Kangwattan and Mahinag.

At least six hours should be allowed for the march.

The road from Chuttanar follows up the left bank and joins the Tung Marg road at Satpokrian. The time Chattar Nag to the Lake would be 4 to 5 hours.

Return Journey — My time in this journey was as follows :—

1st day.	Tung Marg to Kangwattan	... 3-4 hours.	{	8 A. M. to
	Kangwattan to Mahinag	... 3 "		3 P. M.
2nd day.	Mahinag to Satpokrian	... 1½ "	{	7 A. M. to
	Satpokrian to Konsa-Nag	... 1-20 "		6 P. M.
.	Konsa-Nag to Kangwattan	... 5 "	{	7-10 A. M.
5th day.	Kangwattan to Tung Marg	{ ... 4 "		to 11 A. M.
	Tung Marg to Mazgam	}		

Of course a good way for making a change would be Shupiyan to Sedau, Sedau to Konsa-Nag by left bank and return by right bank and Kangwattan to Tung Marg, seeing the falls on the way back.

On his return from the lake, Vigne turned off right at Kangwattan, marched up to Zogi Marg and camped on the banks of that stream at Chirungbal. Thence he descended into the valley at Kuri, between Mazgam and Hanjipura. He was greatly pleased with Zogi Marg, which is said to be a splendid meadow, with grand and extensive views of the slopes stretching westward for an extent of 36 miles in the direction of the Toshi Maidan.

Tung Marg to Mazgam.—Distance, 6 miles.

A very easy pleasant march, through the rambling thuts of Tung Marg, then by Watu, a prosperous little village, next Ashnar in a hollow below surrounded by walnuts and into Mazgam. The road is excellent, having been improved in 1901 for His Highness the Maharajah, who visited the falls from Kulgam. Walnut thrive on this side of the valley and the camp is shaded by them. Mazgam is famed for the Ziarut of Kaim-i-udin, "firm of the faith." It is situated on the hill-side half a mile above Mazgam. It is built of cedar wood, on the same plan as that at Shupiyan depicted by Vigne. The view from the verandah is splendid. It includes the great mountain Haramukh

and Kelahoi. Shadowing the mosque is a great elm hollowed by age, broken off at the top, whose girth four feet above the ground was 26 feet ; to the rear of the mosque is a spring and small tank sacred to the Hindus. In this village, as well as in many ahead, one notices long rambling houses with pent roofs.

Mazgam to Chimer.—Distance, 11 to 12 miles.

An excellent riding road as far as Hanjipur. Lassipura is the first village past, and, beyond it, is a fine grove of firs to the right. At the village of Avail (Avale), 20 yards to the left of the road, is an old tombstone now almost completely smothered by a huge wild briar tree. Vigne says the tomb is that of Hyder Malek, formerly Rajah of Dashal, on the South Side of the Pir Panjal above Kuri. Hyder Malek, so the story goes, was ejected from the Konsa-Nag Lake, and found a helpless infant upon the bank. The more probable story is that he was the offspring of an illicit amour of a shepherd and a villageoise and was placed there to be taken notice of by the superstitious visitors to the lake. A little beyond Kuri is Mundigori and on the hill above Hanjipura. From Mandipur the main road continues by the right to the Goolabghur Pass considered formerly to be the nearest road to Jammu via Bansi. Hanjipur, situated on the spur of a hill, commands a fine view. From Hanjipur, the road enters a pretty side valley, at the head of which is the Mohoo Pass, 10,790, over which runs the road to Ramsu and Jammu. The right South-East of this valley is flanked by the Bedam Peak, 14,000 odd feet, and the left by the Soondar Peak, 13,746 feet. The path follows the left bank of the Dandwar stream, soon passing the village of Korurbal. Up the gorge to the right is a track to Nandi Marg, and higher up to Gogul Marg, the last village on the road to the Goolabghur Pass. Our road continues easy, but up-hill to Gainikurab, beyond which it ascends a plateau. On the opposite,

bank of the village is the ziarut of Rishi Dora, and on the small plain beyond is Aripur. Beyond Nagam the track runs through rice-fields, and ahead crosses the wide strong nala of Bho, bridged in two places, and leading to the prosperous village, Dunnoo Kandi Marg, very well shaded with walnuts. The path then bears to the left, descends, and crossing the stream, Chimer is reached. Chimer is fair sized but dirty. The camping ground above it is small. A beautiful spring issues from the mountain side about 100 feet above the village under a chenar tree. In the village is one of the ziaruts of Shekh-nur-u-din. A short cut leads up the spur behind the village, crosses the ridge at about 8,000 feet and drops down on Malwan, for Kulgam or Islamabad. The little stream in this village is spanned by the section of what must have once been a splendid pine tree.

Chimer to Dandwar.—Distance, $3\frac{1}{2}$ miles.

This is a very pleasant trip for lunch or breakfast. The path, well cut on the hill side, hugs the right bank of the stream.

The valley soon narrows, and beyond enters a gorge closed more or less by a tongue of land, stretching across, on which stands a Gujar's hut visible a long way off, part of the village of Khut Marg. Continuing to the left, it crosses the higher land passing the village hamlets, and drops into a charming little plain about $\frac{3}{4}$ mile long, backed by a belt of dark pines. The camping ground is at the far end. Dandwar village lies up a small glen to the left, half a mile further up. The camp here is probably 7,500 feet elevation. It is a delightful spot, in the heart of the mountains, one to be strongly recommended for quiet and coolness. The march from Hanjipur to Dandwar is most enjoyable. The road barring some ups and downs is excellent. It was made in 1884 for His Royal Highness the Duke of Connaught. The Duke went to Nowboog instead, but the road remains.

Dandwar to Ramsu on the Jammu Road.

1. Dandwar to Mohoo.—*Distance, 10 miles including Pass.*

The road or rather track continues up the valley and is a good 3 to 4 hours' journey up to the Pass. The Pass is 10,750 feet. From the summit to Mohul (7,850 feet) is 5 miles; the path to the right is the easiest, the descent is gradual, being 2,700 feet in 5 miles. The older and steeper, the Maharajah's route, is in bad repair. •

2. Mohu to Ramsu.—*Distance, 16 miles.*

A long tedious descent, with many ups and downs, mostly undesirable and in bad order. Just beyond Nichlana the Banihal stream is crossed by a rough bridge, and the new bridle road is reached whence it is $2\frac{1}{2}$ miles to Ramsu, and six marches on to Jammu.

Mohoo or Mehu can be reached direct from the Banihal Pass as follows :—

1. Banihal Pass to Mohu Village.—*Distance, 13 miles.*

A very fair path runs along the summit of the range from the Banihal Pass rising steadily from 9,200 feet to 11,000 feet just under the Soondar Peak. It then turns sharply to the left and crosses the ridge between the Banihal and Mohu Nullahs at 11,025 feet, distance 10 miles; there is then a steep descent of 3 miles to Mohu village (7,850 feet), a place of considerable size.

Dandwar was once celebrated for stags, and the neighbourhood of the pass in September is good ground, and there is said to be Thar and Goorul shooting two and three marches beyond.

After spending an enjoyable afternoon or morning at Dandwar, one can return to Chimer.

Chimer to Akerhal, via Malwan.—*Distance, 10 to 12 miles.*

As previously noted, a short cut leads direct over the hills to Malwan, a foot-road. The riding and baggage road follows a different line. One first returns to Dunnoo,

and across the stony Bho Naia beyond. The path now turns to the right, crosses the rocky bed of the Dandwar stream, and enters the plain in the hollow beyond, passing Aripurjand Kol. Time, 1 hour. Beyond is the village of Ringét, whence the ascent commences to the ridge above by a road steep for horses. The path then drops a little, and the real summit is 15 minutes ahead. The ridge on which one stands, called locally Lelaman, is about 7,500 feet above sea-level, commands extensive views. Looking back South, the Konsa-Nag Peaks stand out sharply defined, and the dip of the Goolab-ghur Pass just beyond. Below are Haujipura and Kuri, and above the latter one can see on the hill-side the track followed by Vigne leading up to Zoga Marg and the great lake. Looking South are the familiar landmarks above Islamabad, Haramukh, the Liddar Valley, etc., so often depicted. Immediately below lies Banymool to the left and Malwan to the right under the spur of the mountain. Beyond is the stony bed of the Veshau. The descent is exceedingly steep and going easy, occupies a good 40 minutes, and another 35 minutes to Malwan, which is a mile beyond Banymool. By Banymool runs the direct road to Kulgam three miles, and Islamabad, 16 miles.* Three miles to the west is one of the State Game Preserves.

Malwan is a small village, which boasts a mosque and a spring. Above is ground for stag, which are attracted by the turnip fields some 2,000 feet up. But only small heads are generally seen here early in the

* **Banymool to Islamabad.**—*Distance, 16 mi's.* After at first descending, the road ascends, crosses a plateau and drops down to the bed of the Veshau River, whose channels are crossed by two bridges. The large village of Kulgam is opposite, a good 3 miles from Banymool. The road ascends the higher bank and continues a fairly good level bridle path to Kanbal, running almost entirely through rice cultivation, skirting many villages and passing through others. At Kowines the Veshau River, now running between high banks, is crossed by a foot or ferry. Kanbal is about 3 miles distant. Islamabad lies 1½ miles beyond.

season. From Malwan the path follows down the course of the brook, crosses it a mile beyond, and, turning East, crosses the foot of the spur, up a side valley, passing several small villages, and a short steep rise brings one to Akerhal.

Akerhal is a small village situated on a ridge running down from the spur above and clothed with jungle and shrubs. The camping ground is East of the village and commands fine views.

Akerhal to Ruzlu.—*Distance, 7 miles.*

An easy march running through shady lanes to the rise above the little valley, occupied by the villages Lammor and Bringhin. Lammor is the first passed. It is well wooded. Bringhin is a mile beyond. Above it the path rises to a ridge and drops down to Ruzlu about a mile below and to the left. At the time of my visit (November 1901), Ruzlu was in such a filthy state, with indifferent water-supply, that our camp was pitched on a nice grassy plain on the edge of a brook half a mile beyond, facing the village of Hakrur, a stony nala intervening. There seems nothing special about Ruzlu village. The gurgling spring mentioned by Vigne is more or less dried up, but fills up in the spring. Hakrur must be a pretty well-shaded spot in the summer cooled by the many streams running through its rocky bed. There is a mosque and ziarut. The beauty of the Ruzlu Valley rests in its position, a semi-circle, bounded East and West by low hills, and headed by the fine precipitous mountain Soondri, which throws down many wooded spurs. From the village of Lammor before mentioned, an easy Gujar's track leads up to the stag ground above Malwan. The climb is about 4,000 feet.

Ruzlu Valley (Hakrur) to Vernag.—*Distance, 12 miles.*

The road follows the course of the stream, and after a mile, drops into a little gorge, well shaded with fruit

trees, wild walnuts and shrubs. Soon the gorge opens, and the stream is forded left to right bank. The path then ascends, and from the top of the rise one gets a good view of the valley. Yor, a village of some 60 houses, buried in walnut trees, lies in a hollow to the left. The road now turns eastward, and Koorgam is passed at 3 miles. Here one joins one of the newly-made bridle paths, which leads to Vernag. The remainder of the journey is a charming ride, with the exception of many ups and downs, the path skirting the spurs of the mountains. Beyond Tongaloo, it runs through the Shahabad Pergunnah, still a place of great prosperity. The most striking point on the left, placed conspicuously on the highest point of a spur, is the Musjid of Haji Dyd Sahiba, whence, according to Vigne, a unique view of the East end of the valley is obtained. Beyond Chukh, the pretty ziarut in the village of Budarmoon, lies on the left, and near Lyndwara, on the right, is another curiously roofed musjid. Beyond, the springs of Vateriter lie a little below the road in a hollow, the water being enclosed in two square tanks with a dharamsala above. They are considered to be one of the many sources of the Jhelum. Gutalgoond is a few hundred yards ahead, marked by some great chenars. Vernag is a mile ahead. The road leads up through the village, passing the telegraph office; it then turns to the right running up under the wall of the Mogul enclosure, and the entrance to both spring and garden are beyond the turning on the right.

Vernag, the most famous spring in Kashmir, and the acknowledged source of the Jhelum, is situated at the foot of a precipitous mountain spur clothed with a dense pine forest (*A. Webbiana*). Its waters are received into a basin formed by the Emperor Jehangir, the circumference of which is 128 paces, the whole being surrounded by a low octagonal wall, in which are twenty-four niches. The water, beautifully clear and of a deep blue-green colour, is filled with snow trout. The

overflow leaves the tank under the arched entrance, and passes down a stone viaduct, some 300 yards in length, through the old garden enclosure now used as a camping ground. The old summer house overlooking the tank, depicted in Knight's Kashmir, was destroyed by fire in December 1900. At the entrance the inscription on the wall to the right being translated reads as follows (Knight):—“Hyan by order of Shah Jahan, King, thanks be to God, built this fountain and canal.” From these have the country of Kashmir become renowned, and the fountains are as the fountains of paradise. The poet Sarvashi Ghreib has written the date in this sentence, the letters signifying numbers, *ms.*, “From the waters of paradise have these fountains flowed.” This was equivalent to A. D. 1619, and in A. D. 1901 Vernag is 282 years old.

The translation of the inscription on the inner wall of the octagonal is as follows (Vigne) :—“This place of unequalled beauty was raised to the skies by Jehangir Shah. Akbar Shah consider well.” Vernag was a favorite place of Jehangir's, and he desired to be carried there in his last moments, but he is said to have expired at Baramgala.

The garden below the spring is a nice place for a camp. The new road to the Banihal Pass can be seen cut out in the face of the great spur that drops from the ridge. The road is much longer, but the gradient is easier and the road good—a great improvement in the old track, which went straight up the central spur above the garden.

The Banihal Pass is the lowest depression in the main Pir Panjal range. It is only 9,200 feet above sea level. In its neighbourhood are no less than six other passes, and a note then kindly sent me by Mr. Weightman, R.F., is here attached :—

Height of passes in the neighbourhood of Banihal :

1. *Halan Pass*.—5 miles E. of Banihal between Halan and Daligam. Height, 10,350 feet.

2. *Nowgam Pass*.—3 miles E. of Banihal between Nowgam and Takia. Height, 10,175 feet.
3. *Manzmo Pass*—3 miles W. of Banihal between Manzmo and Daonahar. Height, 9,525 feet.
4. *Trajibal Pass*—4½ miles W. of Banihal between Kroolo and Titahar. Height, 9,650 feet.
5. *Soondar Pass*.—10 miles W. of Banihal between Danar and Mohu. Height, 11,025 feet.
6. *Mohu Pass*.—10 miles W. of Banihal between Dandwar and Mohu. Height, 10,750 feet.

All the above have well-defined paths, but steep and stony and not rideable; they are, however, largely used by foot passengers. Although there is a telegraph office at Vernag, there is no post office nearer than Doru (Shahabad), 3 miles distant.

Vernag to Achebal.—Distance, 14 miles.

The path leads down through the village, and joins the new road direct for Islamabad. Chanigoond is passed at 2 miles. The right N.-E. side of the valley is followed, and the curious distorted strata on the hill-sides will attract notice. At Nadoora, some fine chenars are passed. Beyond this, the Sandrun River is crossed, and a little ahead is Shahabad now called Doru. Shahabad, "the abode of kings," formerly the largest town at the East end of the valley, is now an ordinary village, but of much local importance, being the Tahsil town of the district. The post office is located here. To the left front, as one goes along, the ziarut of Haji Dya Sahiba constantly catches the eye. Local report affirms that the ziarut is that of a Mahomedan lady, the daughter of a Syud, a virgin who never married, and died at the age of 90 after leading a saintly life. This ziarut is a striking feature in the landscape of this end of the valley. Shahabad is built on the foot of a mountain spur. It is a great dépôt for kangries. Beyond Doru, the path diverges from the main road, and turning to the right ascends the limestone ridge above by a fairly made but steep road of some 500 feet. There

it drops into the wide Bringh Valley. The road to the right East leads to Kokar Nag and on to Nowboog. The Achebal road continues down the valley, crossing a grassy plain to Lissar Mokam, and passing the picturesque ziarut of Syud Jalal Din Bokhara, well located on rising ground. The road then detours to Hillar, 2 miles ahead, passes through this large village situated on the left bank of the Bringh River. After crossing the Bringh, the road heads for the mountain range, running N.-E., the lower slopes of which it hugs all the way to Achebal. Two miles ahead is Akngom, hard hit by the cholera of 1901. Deodars now begin to show on the hill-sides, and beyond Akngom is a beautiful grove of cedars, which mark the shrine of Bhagwatee, sacred to the Hindus. The deodars beyond this are quite a feature in the landscape. Beyond Badurah one sees the fine chenar trees of Achebal and the deodars on the ridge overlooking the fountains. The road, passing through the village, turns to the right across the rivulet to the modern rest-house beyond.

From Achebal is about 6 miles to Islamabad and 7 to Kanbal. Achebal, Martund and Bawan have been described in a previous chapter.

Having again reached Islamabad it is convenient to mention another route, on reversed principles, which, including as it does a few places overlooked in the journey just described, may be of use to the visitor—to whom it is more convenient to start from Islamabad than Kakapur. In this route it is difficult to avoid repetition.

1. **Islamabad to Achebal.**—*Distance, 6 miles.*

A good bridle road, crossing the Arpat River a mile beyond the town and continuing level, but moist, to Achebal.

2. **Achebal to Nowboog.**—*Distance, 12 miles.*

The road turns to the East, passing through Shangas about 4 miles off, and formerly celebrated for the

number and beauty of its *danseuse*, the family of which appears now extinct. It is an old and dilapidated village, washed on one side by a fine stream of pure cold water, and shaded by some magnificent chenars; the low hill close to it commands an extensive view of the Kotihar Pergunnah, through which the Arpat, one of the head-waters of the Jhelam, flows towards Kanbal. A mile or so beyond Shangas is another small village, situated near the commencement of the Halkan Gali, a long, narrow, and densely-wooded gorge, through which the path ascends crossing the ridge into the Nowboog Nai or Valley. Nowboog is a very small village, situated at the mouth of a glen which opens into the valley of the same name ; there is no bungalow, and provisions and coolies are rather scarce, but there are some lovely spots for encamping. The Nowboog Valley is long and narrow, its general direction is nearly North and South, it is bounded on each side by lofty pine-clad mountains, its surface is undulating, and the profusion of grass and trees gives it a beautiful park-like appearance : it is about 8 miles long, averages less than $1\frac{1}{2}$ miles in width, and is one of the finest grazing grounds in the country. It is traversed by a stream which rises at its upper end, near the foot of the Margan Pass, leading over the mountains into the Wardwan Valley, previously described. The climate of the Nowboog Valley is delicious : its exquisite scenery makes it a favorite resort for visitors, who find it an agreeable change from Srinagar during the hot and unhealthy months.

Nowboog to Kookar Nag.—*Distance, 12 miles.*

There are two roads—a short one over the range of hills by the village of Soap, and a long one passing round the same range by the bridge of Tansan. The first is steep and rough, about 7 miles long, and only fit for coolies ; the other is tolerably level, easy, and very pretty ; it leads down the Nowboog Valley and

turning to the right, opens into the Bringh Valley by the Tansan bridge, which is about 7 miles from Nowboog and overlooked by the Musjid of Hajee Daud Sahib, picturesquely situated on the hill-side ; after crossing the bridge it joins the high road from Kashmir to Kisht-war. Kookar Nag is about 5 miles to the North-West of the Tansan bridge, and about 10 miles to the South-East of Achebal ; it consists of a collection of springs situated at the foot of a long range of verdant hills on the left, near the small village of Hargamoo and which separates the pergannah of Bringh from that of Shahabad. The water is very cold, and so celebrated for its purity that the Pathan Governors are said to have been supplied with it ; it issues from about six places close to each other, and only a few feet from the base of the hills, which are covered by low jungle. The stream, which is formed, is about 12 feet wide, and flows in a North-Westerly direction to join the Bringh.

Soap or Soafahan is a small village situated on the side of the bare and rugged mountains on the right bank of the Bringh, nearly opposite to, and about $2\frac{1}{2}$ miles from Kookar Nag ; it is worthy of notice as one of the few places in which iron-works exist. The ore is obtained from the neighbouring hills, which are also said to contain veins of lead, copper, silver, and even veins of gold ; iron, however, is the only metal at present worked in Kashmir.

Kookar Nag to Vernag.—Distance, $7\frac{1}{2}$ miles.

Vernag is situated in the Shahabad Valley, and on the other side of the Kookar Nag range of hills ; the road continues for a short distance along the foot of the hills, then turns up a broad defile on the left, and ascends by a smooth and easy path to the village of Noroo, about a mile and a half from Kookar Nag. There are two roads from Noroo to Vernag—a short and rough one *via* Butgoond fit for coolies ; and a rather longer but

easier one *via* Shahabad, by which the distance from Kookar Nag to Vernag is about 7 or 8 miles. Shahabad or Daru is about 3 miles from Vernag ; it was once a royal town, and the largest at the Eastern end of the valley, but is now a ruined village and unworthy of a special visit. It is chiefly famous for its kangties.

Vernag to the Rozloo.—*Distance, 11 miles*

The road passes in a North-Westerly direction, close under the low and verdant hills which lie at the foot of the Pir Panjal mountains, and is tolerably smooth and level all the way. Vateritter is a collection of springs like those of Kookar Nag, they are considered by some as the true source of the Jhelam, and are situated on the side of the road, about 200 yards beyond the village of Gutalgund, which is about a mile from Vernag. The Rozloo Valley is situated within the hills, at the foot of the Pir Panjal, and may be reached either by a foot-path or by a bridle-path. The former leads through an opening in the hills on the left of the road, and about five minutes' walk beyond the village of Tanjool. It is a bad track but passes through a beautiful park-like scenery, and after a gradual ascent of about a mile and a half, conducts to the foot of a low ridge, the summit of which commands a fine view of the valley ; the bridle-path leads up a defile to the left, near the village of Yor, as described before. The Rozloo Valley is oval in shape, about 3 miles long and 2 miles broad, and contains about a dozen villages; it is surrounded by hills, and bounded on the South by the grassy slopes of the snow-capped Pir Panjal ; the scenery is exceedingly pretty, the soil is very rich, and its climate enjoys a high reputation. From the top of the ridge, above the village of Rozloo, one looks down in small glen, in which are two villages of Bringhin Lannor. These valleys were formerly very famous for their grapes, which yielded the best wine in Kashmir.

**Rozloo Valley to Ban Doosar.—Distance,
10½ miles.**

The road is tolerably smooth and easy, passes mostly along the foot of the low hills under the Pir Panjal, through very fine scenery all the way, and opens into the plains near the village of Yor; turning to the left, it then leads to the village of Churut about 1½ miles further on, and after passing over some undulating ground, conducts to the large village of Saogam, about 4 miles from Rozloo, and about 10 miles from Islamabad. About 3 miles further on, the village of Pet Doosar is seen a few yards to the right, prettily situated in the midst of fine chenars; just beyond it the road descends, and continues to Ban Doosar, which is a small village about 4 miles further on, lying under the range of low hills on the left, and on the bank of a cool and clear stream which flows in front of it. There is no bungalow, and supplies are not abundant, but there are some very pleasant spots for encampment.

Saogam, a short distance this side of Ban Doosar, is a pretty village for halting, and there are charming spots for camping under fine walnut trees. English flowers and fruits abound on all sides, and in May and June, the sweet-briar and jesamine scent the air.

The homely cottage appearance of the houses, the goats, ducks, fowls, and cows grouped outside, give this and many other villages about here a quiet rustic look, so that, were it not for the colour of the inhabitants, the traveller might almost fancy himself in a home country. Brown bears in former years were not uncommon here, as well as panthers.

Ban Doosar to Nohan.—Distance, 11 miles.

The first two miles of the road are smooth and level: it then crosses the stony bed of the Veshau by a ford, and thence continues all the way along the left bank of this river, being tolerably level, but generally rough.

with large round stones ; several small streams also have to be forded, so that altogether this is rather a fatiguing march. Koolgam is a small town about 3 miles from Ban Doosar, very picturesquely situated on the Southern side of a kareewah, and overlooking the Veshau ; it contains two old ziauts ; the larger one is that of Hussain Simnaree, and the smaller one that of Shah Hamadan. From Koolgam the road shortly descends again to the level of the Veshau, and passes to Nohan, which is a small village within a few yards of the left bank of the river. There is no bungalow, and provisions are not abundant, but there are some trees near it suitable for encampment. Just beyond Kuri, on the opposite side of the river, and on a small hill, is the zairut of Baba Kain-u-deen, standing in the midst of forest on the spur of the hill above the village of Mazgam.

Nohan to Shupiyan.—Distance, 9 miles.

There are two roads, a direct one about 9 miles long, and another by the village of Sedau, which is about 14 miles ; they are both tolerably level, smooth and easy ; the servants and baggage may be sent by the former, while the visitor proceeds by the latter to see the cataract of Haribal. The first two miles of this road are rough, like the previous march ; it then opens into a fine grassy plain, and shortly ascends a table-land to the village of Rishinagar, which is small but surrounded by some large chenars ; thence it shortly descends, and continues for about three miles along the left bank of the river to the mouth of the gorge, over the Haribal Falls, where the Veshau issues from the mountains.

The falls have been previously described. Sedau is a very pretty village situated upon an eminence about a mile to the North of the Veshau gorge, from whence, however, it is hidden by an intervening range of low and wooded hills ; it is about 8 miles from Nohan, 6 from Shupiyan, and about 5 from Hirpoor. Shupiyan is the

largest town on the Southern side of the valley, and is situated on the high road between Bhimber and Srinagar. Supplies of all kinds are usually abundant. There is no dâk bungalow.

**Shupiyan to Ramoo and Chrar.—Distance,
14½ miles.**

The march, Shupiyan to Ramoo, is given in Chapter III. Chrar is about 3½ miles from Ramoo and contains the ziarut of the celebrated Mahomedan Saint Shah Nur-u-din. The road is smooth and white, and passes to the West over three or four kareewahs, across the intervening valleys, and amidst beautiful scenery all the way. Chrar is a large and well-built town, snugly situated in a recess upon the side of a high and naked table-land overlooking a broad and deep ravine, and commanding an extensive prospect. The shrine is situated on the Northern side of a hill above the town, and is surrounded by a substantial brick wall, on the inner side of which are wooden shades for the use of the pilgrims. The building is of the usual kind, and resembles the Shah Hamadan in Srinagar; it is, however, the most sacred and frequented ziarut in Kashmir, and although there is no bungalow for visitors, supplies are abundant, and there are several places suitable for encampment.

Chrar to Srinagar.—Distance, 18 miles.

The road passes down the ravine opposite the town, and then through a long and narrow valley; after a while it ascends the range on the left, and passes through a gap which is about 3 miles from Chrar; it then leads along a kareewah which commands one of the most extensive views of the valley anywhere to be obtained. Colored woollen socks and gloves of a very superior kind are manufactured at Wahor, a large village about 8 miles from Chrar, and near the main road to Srinagar, which has been previously described.

A pleasant diversion can be made to Nil Nag, a pretty lakelet close to the village of Gojipathri; *via* Hapru and Lalpura. The distance is about eight miles from Chrar (see also below), returning thence in two easy marches to Srinagar by halting at Nagam.

Srinagar to Sunset Peak, *via* Nil Nag.

This peak, so called by Dr. A. Neve, because I believe the rays of the setting sun linger last on its summit, is four marches from Srinagar. The climb is a good one, and during the last two marches the scenery and views are fine. Its position in the Pir Panjal range is eastwards of the great Tütaküti Peak. Dr. Neve gives it as immediately above the Aliabad Serai Pass North-West. On the map this would make it the highest point between the Chittapani Pass, West, Aliabad Pass, East. All the same it seems a pity to give it an English name. Mr. A. H. B. Tyndale has kindly sent me a note on this route.

1st March.--Leave Srinagar by first bridge and follow the Shupiyan road, past Kraipura, for about 7 miles; one can drive to this point. Beyond this the path inclines to the right (the left going to Shupiyan) to Wahtor Village (noted for socks), and continues across rice cultivation to Nagam, 14 miles from Munshibagh. Thence the footpath bears to the right up the valley to Nil Nag close to the village of Gojipathri. Camp here. Distance about 22 miles.

Nil Nag, 6,800 feet above sea-level, a small lakelet, whose water is of a deep blue colour, is situated in a hollow, fed by springs. On the Southern side it is well wooded, deodars, pines and other trees running right down to the water's edge, and in autumn the variegated tints of the deciduous trees add much to the beauty of the place. In winter its surface is frozen over except in the centre, where the spring rises. Locally it is supposed to be inhabited by a Nag or demon.

2nd March.—Above Gojipathri, the path follows a pine-clad ridge, whence one obtains fine views of the vale of Kashmir and distant mountains 4½ miles to Yusu Marg. Then cross Yusu Marg, and keep up through the forest along a high ridge, then across a stream to Drajdulan Marg, a small grassy plateau surrounded by forest, then over the Marg, re-entering the forest at its upper end, and after a short but steep ascent, pass through the picturesque Gujar hamlets of Burgah; little further on, the path opens out upon Ludur Marg, where one camps. The line of forest ends here, and only a few weather-beaten birch trees and juniper bushes are now to be seen in front on the bleak expanse of the Marg.

3rd March.—First keep straight up across the Marg over high and undulating ground. Then dip down into the Katsagala Valley, and follow up the stream flowing down, camping as high up as is possible. From this point, the ascent to the peak is fairly easy, a climb of some 3 hours.

Tütaküti generally considered the highest peak in the Pir Panjal range, 15,524 feet, follows the same route as that just described, as far as Yusu Marg. After that one bears somewhat more to the right through the forest to Frasnag, from thence to Ludur Marg, crossing it some distance to the right of the previous route, up the Cheshkuniah Nala to Tütaküti. The stages going easy are—

1. Srinagar to Nagam.
- 2 Nagam to Nil Nag.
- 3 Nil Nag to Yusu Marg.
- 4 Yusu Marg to Ludur Marg.
- 5 Ludur Marg to Cheskuniah.
- 6 Cheskuniah to Tütaküti and back.

Tütaküti has been climbed on the Poonch side from Hillan by Dr. Stein.

I do not know whether the ascent can be accomplished from the Kashmir side.

CHAPTER XVI.

WESTERN KASHMIR.

DOWN THE RIVER—SHADIPUR—SIND RIVER—GUNDER-BAL—SUMBUL—MANASBAL LAKE—THE WOOLAR LAKE—THE LANKA ISLAND—KUNAS—RAMPORE AND RAJPORE—SHUKR-U-DIN—SOPOR—THE POHRU RIVER—AWATKOOLA—THE LOLAB VALLEY—THE CHINGRI PEAK—NAG MARG—FOREST BUNGALOWS.

THE beauties of the Liddar and Sind Valleys having been pointed out, the claims of the Lolab have yet to be considered. Once more we unmoor our crafts and drop slowly down the river. When the Jhelum is in full flood, the journey is easily accomplished. Bandipur may then be reached in 12 hours, Sopor in the same time, and Baramula 3 or 4 hours later.

Shadipur is the first important village past on the left bank of both river and Nar Canal. The Sind River joins the Jhelum, the junction being marked by a chenar tree protected by solid masonry. This tree was supposed not to grow. Its circumference in 1865 was given as 11 feet; in 1890 my measurement showed it as about 13. Its measurement is now difficult owing to the numerous branches growing out, but, judging roughly, its girth is now, including branches, nearly 20 feet. The second tree which in 1890 occupied a position between the present one and the Eastern point on the right bank of Jhelum has been washed away. As this chenar withstood the great flood of 1893, it has possibly a long career before it in an isolated position. The Lingam is still there. About 50 yards above, on the right bank of Jhelum, are two well-grown chenars. The high-placed iron bridge over the Nar Canal, on which runs the road to Gilgit, will be noticed.

The Sind is navigable from Shadipur to Gunderbal, when the river is in flood, the journey occupying 4 to 6 hours. The Gunderbal Ghât is about a quarter of a mile above the mouth of a small stream, which joins the Sind. Near by are the ruins of a masonry bridge, that in ancient days must have once spanned this river with 12 arches. Gunderbal is a small village, a mile above the Ghât, under a mountain spur, upon which the prangus plant grows abundantly. It is the starting point for the Sind Valley, the Zogila Pass, the Wangat Valley and the Gungabal Lake.

Sumbal is another small village on the Jhelum about an hour and a half's journey below Shadipur. The river is here bridged, the road over it continuing to Gilgit. There are fine chenars for a camp on either bank. The best snipe jheels in the valley are close by, specially at Nogaon, 4 miles South.

Manashal is lower down. The entrance to it is by a small channel in the right bank, 800 yards below the bridge. The passage up the canal is about a mile in length. The Manashal Lake is perhaps overrated when it is termed the most beautiful lake in Kashmir. It is much larger than it at first looks. Much of its beauty depends on the light, the time of day in which it is viewed. The water is wonderfully clear, and the boat skims, as it were, over a splendid garden of aquatic plants beneath. On the high ground to the left are the ruins of what looks like a fort, said to be another of Jehangir's and Nûrmahal's pleasure gardens. The main lake lies beyond this. On the right the lake is overlooked by the conical hill Aha Tang, 6,250 feet—a great land mark.

Beyond it, at the foot of the range, and upon the margin of the lake, is the large village of Kundhal, which contains a great many lime-kilns, from whence the city of Srinagar is chiefly supplied; the limestone is procured from the adjoining hills, and the wood for burning it is conveyed from the forests of the Sind Valley.

In front is a range of very high mountains, mostly bare and rugged, at the foot of them, and beyond Kundbal, is a little waterfall formed by the Amrawattee stream falling over the white and steep limestone cliff into the lake below. A few feet from this fall, and standing in the water, is a small Hindu ruin, whose four sides are each about $6\frac{1}{2}$ feet wide, it has a pyramidal roof about 12 feet above the bed of the lake, and there is an opening on the Southern side with the usual trefoil archway. This temple is gradually becoming submerged by the detritus of floods, which of recent years are banking up the soil.

Spearing fish is one of the amusements on the lake as well in the canal approaching it, where perhaps shots are more easily made. To the unpractised hand, it is about 20 to 1 on the fish, but the sport affords considerable exercise and pleasure.

There is no bungalow at Manasbal, and visitors usually encamp at the foot of the mountains, at the further end of the lake, where the ground has been cut into terraces under the shade of some fine chenars. There is a stream behind the grove conveyed from the Sind River the water is very cold, and forms an excellent substitute for ice for cooling purposes. There is also a fakir's orchard close by, the peaches of which are unsurpassed in any other part of the valley. The well-known fakir Ahmed Shah was engaged for years in digging his grave in the orchard in the form of a cave, which in 1865 was about 50 feet long. His work was completed in 1889, the length of the cave being 79 feet with an average height of 6 feet. At the end of the passage, is a small clean neat recess for his body's last resting place 14 feet in length. Ahmed Shah died in 1893 and his body after all his years of work is buried under a most ordinary looking mound outside. Manasbal is a favorite and convenient retreat from Srinagar, especially during the unhealthy months of July and August. Though even here, as in other parts of the

valley during these months, the heat of the sun is severe. The hills around the lake command extensive views of the central portion of the valley ; the mouth of the Sind Valley is only two or three miles distant, and is visible towards the North-East, the city of Srinagar and its environs are also visible on the East. The Gilgit road skirts the West shore of the lake. Sonamarg is only four marches distant, and the Gungabal Lake, 4 marches distant, can be visited from here. While camped at Manasbal, the Safapur Peak, a Trigonometrical Station, 10,300 feet above the sea, the highest point of the ridge behind the lake, is worthy of a visit. The trouble of the climb, 5,000 feet, will well repay the traveller in the splendid view obtained from the summit. "Pir Babar" considers the view from this peak to be one of *the* sights of the valley. Water must be carried, as no springs are met with on the way up. During the shooting season, chickore will be found on the lower slopes of the ascent.

Hajan is a large village on the left bank of the Jhelum, about $2\frac{1}{2}$ hours' journey by boat below Sumbal.

Just below it and overshadowed by some very fine chenars, is a small ziarut of the great Saint Shukar-udin, whose tomb at Chrar, near Ramoo, is perhaps the most frequented of the Mahomedan shrines in Kashmir.

Bányari is the name given to the marshy plain lying between the two branches of the Jhelum, which are formed just before it enters the Woolar Lake ; excellent mahseer and other fishing may be found here, especially on the left bank of the right or larger branch of the river. The Kashmir boatmen know every inch of fishing ground, and many are very expert with both fly and minnow. At low water there is often good fishing at the mouth of the Jhelum ; the gulls flying over the water indicate the place.

The Woolar Lake, the largest in Kashmir, has been described elsewhere.

Its shores are studded with numerous villages, which are mostly occupied by persons engaged in collecting its various products, the chief of which are the *singhara* or water-nut, fish and lotuses, which all yield revenue ;* during the cold weather it also swarms with water-fowl. These ducks are however so wary and shy on the main lake, that they rarely fall to the gun of the sportsman. Pounds of lead in the shape of bullets are annually wasted, fired at long ranges, into the numerous flocks of wild geese resting peacefully on the water. A day or two may well be occupied in visiting the various objects of interest about it, and the following are the principal of them :—

The Lanka Island.—On entering the lake from the river, the Lanka Island lies to the right. It forms a distinctive feature of the Woolar, the mulberry trees which cover it being visible at a great distance and from all points. It is probably artificially made. According to Vigne it was raised and shaped by Zainal-ab-udin, who affirmed that he saw the round towers of other days beneath the water ; the ruins of a city said to have existed where the lake now is, and with these he built the city. Popular opinion holds that the lake at one time extended to Sumbul, and, owing to numerous shipwrecks occurring during the passage across, the island was made as a refuge. In the spring the water around is fairly clear, but later in the season the boat has to be forced through a dense mass of weeds, and *singhara*.

At the North-West corner is a brick and stone ruin, with a dome-shaped roof, the outer portion of which was, at one time, inlaid with blue slabs. At the Northern corner are the ruins of a temple, which Vigne compares to that at Martund, the only difference in the arrangement being that of two tiers of arches, one above another. In 1890, there was a detached slab of polished black stone, 20 x 12 inches, with a very clear Persian inscription in a niche of the mosque at the W. corner, which showed

that the Lanka was constructed by Zainal-ab-udin in A. D. 1411. A visitor is said to have once stolen this and placed it on a pony, who broke down in the journey to Baramula. The stone was therefore sent back. Then, also, a handsomely carved stone cross was lying on the ground. This emblem is said to have been formerly affixed to the centre of the roof. It was $4\frac{1}{2}$ feet high. Sir Amr Sing now informs me that the cross was removed for safety and is now in the Museum at Srinagar.

The whole island is covered with ruins. On the East side are the steps of a former ghat ; close by in the water, a fluted pillar with a sloping surface. Near also in the water is a very large lingam, visible at low water. On N.-N.-E. below the temple ruins are fluted pillars.

All the sides of the island are covered with massive fluted stones. The mulberry trees are entwined with vines, and the ground in the spring is completely smothered with oppressively luxuriant vegetation jungle.

Under the reign of a Hindu sovereign, one almost wonders why no efforts are made slowly to restore such a ruin, or more particularly to rebuild such a noble building as Martund.

Bandipur is the next important village. From the Lanka, a house boat will take $1\frac{1}{2}$ to 2 hours. The distance is deceptive. On April 4th, 1901, wishing to visit the Lanka in threatening weather, I engaged a small open rescue boat with 14 paddlers, and going as hard as we could, the time Bandipur to Lanka was 38 minutes. Nervous people should cross the lake in this sort of boat, or have one attached to the house boat. The village is about $1\frac{1}{2}$ miles above the ghat, but when the water is high the boat gets in nearer. Noos is the name of the village nearest to the boats at all seasons. It is at the foot of a little spur, up which is the path to the Gilgit Transport and Supply Offices, as well as the Telegraph Office on the hill-side above. Bandipur is the base for Gilgit supplies. The officer in charge resides here in the summer. To the North of

Bandipur is Naotpura. The distance by land, Bandipur to Sopor, is about 18 miles. The road is mostly level and is now a good bridle path. Passing Kalas, Kanjipore, at about 5 miles, Potshai is reached. Beyond it, a little off the road, is Mulingam. Alsooo comes next a lower and an upper one. Then the open base of the valley leading to Nag Marg, up which runs a road to the Lolab, is crossed.

Ashtangal or Ashteung is another village snugly placed under the hill at the opposite corner of the valley about twenty minutes' walk from the boat. At either village coolies may be obtained for the march up to Nag Marg.

Nag Marg lies on the summit of the ridge separating the Woolar Lake from the Lolab. Its elevation is near 9,000 feet; splendid pine forests clothe the hill-sides, and its ridges communicate on the North with the Lashkote and other nala, and on the South-West with Rajpore and Rumpore mentioned hereafter. It is one of the many pretty maigs of Kashmir. Its high elevation ensures a bracing climate, and the view it commands, with the lake in the foreground, is probably the most extensive and characteristic of its kind in the valley. Early in the season the visitor lying on his back under the shadow of the pines can watch the storms and violent squalls sweeping across the surface of the lake. The distance from Ashtangal or Alsooo is about 10 miles. The ascent for the first few miles from the former is easy, with the exception of two nala with awkward banks. The path then leads up the tongue of land in the centre of the valley, and becomes rough and steep. It then ascends rapidly and steeply to the neck of the Kotul, over which the path leads to the Lolab. Half-way to this Kotul is a pretty side nala at a bend in the road, down which rushes a torrent. Here breakfast may be taken. Near the Kotul, the road turns to the right and continues straight up the East face of the hill to the marg through lovely forest scenery. The whole distance

can be ridden. The pedestrian should allow five hours for the ascent.

The height of the dip in the ridge over which the road leads to the Lolab is over 8,000 feet. The pedestrian making for Lalpoora should allow $3\frac{1}{2}$ hours for the ascent to this point, and $1\frac{1}{2}$ to 2 hours for the descent. Cooljes will take half as long again.

Continuing on round the lake, the bridle path leads past a small village near the water's edge occupied by fishermen and singhara nutsmen to Kewnus, about $2\frac{1}{2}$ miles.

Kewnus is a small village half-a-mile from the lake—about four hours' boat journey from Bandipur. It is well situated amidst fruit trees and grape vines, near the hill of Shukarudin, and commands good water views of the lake. There are some fine chenar trees here, but the ground around is damp owing to irrigation, and the tents may have to be pitched in one of the orchards, which offer less shades. From Kewnus a path runs up a tight little valley to the North to the village of Rampore, 6 or 7 miles distant. This road also leads to Lalpoora in the Lolab, about 12 or 13 miles. The ascent up the left bank of the nala is at first easy, though somewhat rough and stony, and then steep for the last mile. On reaching the summit the path leads into a beautiful little plain enclosed by ridges covered with pine forest. The ascent is about 1,500 feet, though it looks nothing from below. Rajpoora, the pretty little village in this plain, lies on the right, the distance is about 5 miles.

Leaving Rajpore, the road leads across a plain, then over a ridge on the left, through a pretty pine forest for about a mile and-a-half, and then descends into a second small valley surrounded by pine-clothed ridges on all sides. Rampore village lies near the head of the valley. A forest bungalow was constructed here in 1901, and might be occupied with permission. This charming little retreat I can strongly recommend to any one

wishing seclusion, quiet and pretty scenery combined, with a good climate and a small rainfall. Beyond the village a road continues on through a splendid forest to a nala which opens out towards Sopor. About three miles above the valley is a high and lofty ridge, which joins the Trigonometrical Station marked in the map as the Kahuta Station. The visitor will here gain a most splendid and extensive view towards the Lolab, Underboog, and all the beautiful valleys opening into it, and above, of the forest-covered ridges running towards Nag Marg. The time occupied in the journey, Kewrus to Rampore, may be reckoned as 3 hours. The return journey, down-hill mostly, can be done in two hours.

The villages around the Woolar Lake are, perhaps more than others, frequented by panthers, who do much harm to cattle, and in the winter work havoc amongst the stag who frequent the hills, or are driven down by very heavy snowfalls.

Every one of these beasts that a visitor kills means so much done in the way of preserving a diminishing head of game. Good chicore shooting is to be had on the hills behind Kewrus and in the Sopor side of Shukarudin.

The hill of Shukarudin is the higher of the two eminences at the end of the spur which runs down from the mountains on the Western side of the lake; it is about 700 feet high, and may be ascended on horseback either from the Kewrus side, or from Watlab, a small village upon its Southern side. The ascent from Kewrus occupies about an hour; it commences about half-a-mile behind the village, at a small spring which is almost concealed by a clump of trees. The path is rather steep and rough; there are large blocks of stone in some parts, of a greenish colour, and which contain masses of pure white quartz. The ziarut of Baba Shukarudin—a venerable Rishi, and one of the disciples

of the great Shah Nurudin—occupies the summit of the hill.

It is surrounded by an enclosure. Just inside the gateway is a small mosque for the Faithful. Beyond it, on the highest point of the hill, is the ziarut, built in the usual style, with a verandah, and lattice windows in the wall, which guards the tomb. The sepulchre is not a tomb as generally understood, for it is stated that the body was never buried and that Shukarudin's spirit and presence have not departed. The tomb is represented by an oval mound, surrounded by a large square shroud of colored linen. The ziarut commands a splendid and extensive view.

The Woolar is seen below in all its beauty, and with its shores studded by numerous villages; towards the East is the Lanka, and beyond it, lying under the Aha Thang, are the glittering waters of Manashal; towards the South, Sopor and Baramula are plainly seen, and also the high range of Apharwat, which overlooks the beautiful downs of Gulmarg. The Jhelum may be seen entering the Eastern side of the lake, passing through it, and leaving it a short distance above Sopor, thence winding Westward to Baramula.

The road continues on a good bridle path from Kunas to Sopor, about 8 miles distant.

The description given applies to the land journey round the lake. It is a pleasanter trip to cross the lake by boat to Shukarudin, or to make for Ashtangal.

The water journey will take some three or four hours. Extra men must not be grudged for house boats specially if any head-wind is blowing, which soon turns pleasant ripples into waves. The boatmen with some justification object to cross when the clouds hang low over Traghāl, or if they are dark and low towards Baramula. Zurimunz (meaning middle or between two waters), a village on the Bandipur side of the ziarut and the beach adjoining, is a charming place to spend a day at. Between the village and the headland is a

little cove, and the beach is covered with shells and some pretty stones. This spot resembles a cove at home, more than any other part of Kashmir I have seen. In heavy weather great waves drive on the shore, forming ridges in the sand. Owing to the danger from storms boatmen object to anchor here at night and go either to Kunas, or round the corner to Watlab.

The journey on by boat to Sopor occupies 3 to 4 hours. Sopor has been mentioned before. The Pohru River, the water road to the Lolab, is 3 miles below it Baramula, the terminus, is about 4 hours' journey.

THE LOLAB VALLEY.

There are few more charming spots in Kashmir than the Lolab. If it lacks the wild grandeur of the Sind Valley, or the majestic scenery of Guraïs, or the calm expanse of the Dal or Manasbal Lakes, it has a sylvan beauty nowhere excelled. It is separated from Kashmir by a low range of mountains bare on the South, but towards the Lolab clothed with cedar and pine forest from summit to base. It is in all about 14 miles long, its outlet being a narrow wooded ravine at the Western extremity. The upper portion is an oval basin, six miles long by three broad, dotted over with villages buried in park-like groves of walnut and orchard trees, in a way that, on the whole, will impress the visitor "with a sense of calm and quiet and rest."

To lovers of the forest nothing can excel it in beauty. Here are gathered the finest Deodars in the whole vale, covering the hill-sides in dense masses.

Several days can well be spent here in the most enjoyable camps, marching from village to village. The Lolab should not be rushed. The visitor should give himself plenty of time. The streams running through it, form the Lolab River, which, joining the Kamil below Kofwara, eventually form the Pohru River.

The Lolab is approached by many ways :—

1. *Vid Nag Marg* from Ashtangal has just been mentioned.
2. By the Pohru River when in flood as far as Awatkula, then 2 marches.
3. From Sopor by land, *via* Chogal and Kofwara.
4. Sopor, *via* Arwan.
5. Baramula—by the forest roads and bungalows, a very charming route.

2. *The River route.*—Supposing the traveller to have slept at Sopor, he will start at day-break and shortly reach Doabgao—where the Pohru River is entered—on the right bank is a grand grove of chenars, overlooking the State wood dépôt, which has an office here. Above it, on the same side, the State hop fields extend up for half a mile. The Pohru River is now followed. The time of the arrival at Awatkula will depend on the state of the river, the size of the boat and the strength of the crew. The smaller the boat the better. Near the mouth of the river is a collecting station for wood. Nopoora is the second village passed. As the boat progresses against the stream one gets delightful and ever-changing views of mountains clad in snow in the spring. Our trip was made in April—in two boats one a small house boat, the other a doonga house boat. We left Bandipura, April 7th, at 6 A.M., and reached Nopoora three miles up the Pohru at evening, delaying at Sopor. There is a small camping ground at Siool little above Nopoora. Next ahead is Sunawani where is the tomb of a Saint. Further up, the Marwar River joins the Pohru below Ynas and opposite Malabagh. Wypoora is higher up, and close above it; on the same side is Pohru Pet, which overlooks the gorge through which run the so-called rapids. The banks here are about 80 feet high. A bund, built by Zainal-ab-udin in ancient days, is said to have existed here, and the ruins on either bank are still in evidence. The water under the left bank rushes through with considerable force, about equal to the swirl about the 4th and 5th city bridges in

Srinagar. But large houseboats may find difficulty here, and many extra hands and strong ropes are needed. Our first craft was all but through when the rope broke and the boat swinging round was swept down for some 400 yards. The villagers assist. It must be one of their enjoyments watching boats in trouble. The actual passage occupies about 3 minutes.

Nopoora to Pohru Pet took us eight hours, including an hour's halt, and we had a full complement of men. The banks of the Pohru are grassy and there is good walking ground on the left bank. The snows of Khagan show out well.

Pohru Pet is in a line with Harwan 3 miles N.-E., a starting point for Dorus in the Lolab. There is a forest bungalow there. Ynas passed below is only $1\frac{1}{2}$ miles distant from Harwan. The bends of the river are now severe, and the current swifter. Chogal was reached at 6-30 P.M. after a delay of one hour at Pohru Pet.

Above Chogal is Goenpura, a pretty English-looking village on the high right bank. Here is a State godown, and one detects the fragrant smell of the *khut* stored in it. Just below Goenpura the Talar River joins in; behind it the Kajinag Mountains show out well, and beyond is a low grassy ridge dotted over with deodars, and backed by the mountains of Khagan. Beyond Wadpura a small stream joins in. This is a pretty place. The river now seems to go right through the mountain ridge. Above, on the left, are a few rustic cottages sheltered by splendid elms and other trees and overlooking the shrine of Syud Romay Sahib. Here each summer migrates a flock of birds exactly like parrots in note and flight. But they are said to be different. They leave in the winter. The river now narrows down. Its banks are fringed with willows and trees, causing much trouble and delay. Above the shrine, the river passes through the hills, and the curves are excessive right up to the terminus. Awatkula is really $\frac{5}{6}$ mile higher up. The village and camping ground are at

Nutanusu. The river beyond this is not navigable for boats. Nutanusu is a nice village in a hollow of the outer hills forming the Lolab. There are pleasant grassy swards on each side of the river banks. Spring drinking water is obtained at the village half a mile back. Formerly a canal existed here, the channel of which runs in a large wooden furrow on a cantilever bridge across the side nala. I believe this canal is being restored.

The times of this trip were as follows :—

April 7 Bandipura to Nopoora	... 6-30 A.M. to 7-30 P.M.
" 8 Nopoora to Chogal	... 6 A.M. to 7 P.M.
" 9 Chogal to Awatkula	... 6-30 A.M. to 3-30 P.M.

To reach Awatkula in other than a country doonga, the river must be in flood. We returned in a flood much quicker. Awatkula to Doabgao, 8 A.M. to 7 P.M., including a halt of 2 hours. The first two miles was a bit dangerous going, and careful steering is needed to prevent accidents. From here one leaves the boat and the marches commence.

1. Awatkula to Kofwara.—*Distance, 8 miles.*

An easy and pleasant road through many shady villages. The old camp, in the middle of the village, is now much encroached on by cultivation. A quarter of a mile further on through the gorge is a most pleasant spot—a grassy sward shaded by fine walnut trees to the left of the road.

2. Kofwara to Lalpoora.—*Distance, 12 miles.*

Kofwara is at the entrance of the Lolab. There are two branches known as Pot Nai and Bront Nai, or the upper and lower valleys. The Bront Nai is the larger of the two. The great feature of both is the wondrous beauty of the deodars.

Should the traveller like to halt between the two stages, any of the numerous villages passed on the

road contain pleasant camping grounds under shady walnuts. Four miles from Kofwara is Kombrial, a pretty village with deodars on the slopes above. On the left, a little frequented but charming side valley runs is well worthy of a visit, and of a day's halt amongst the walnuts and deodars. The road is very good, and about 2 miles short of Lalpoora one turns sharply to the right and continues up the Lolab proper. The valley is very level, the hills rising abruptly from it, and, with good roads now running nearly over it, riding is a pleasure. The number of springs in the valley is noticeable. The Lolab river is very picturesque, and there is fair trout fishing in it. There are also many swamps, the largest of which is called Gandimacha. In the ziarut at Dewar, as previously mentioned, is the largest elm in the country or possibly anywhere. Its girth, 5 feet above the ground, is 43 feet. Some great girthed walnuts are also met with.

A climb up the ridge behind the village is well repaid by the view obtained. The height is about 1,000 feet.

3. **Lalpoora to Alsoo on the Woolar Lake.—** *Distance, 12 miles.*

After two miles on the flat is a very steep ascent through pine woods. The road is rough and rideable mostly. After a steep climb for something over a mile, the gradient becomes easier to a level place at the top of the spur. Above this, the path is cut in the grassy slope of the hill-side right up to the top of the gorge—in all a climb of nearly 3,000 feet. The back view towards the Lolab during this latter portion is charming. Looking Eastwards, the Valley of Kashmir lies before one, the Woolar is at one's feet, Haramukh is opposite, and the Manasbal Hill and Takht-i-Suleiman all clearly visible. A trudge over grassy pine-clad hills of a couple of miles or so, brings one to Nag Marg. The descent to Alsoo commences at once, and after a

long tedious drop of several miles, one strikes the level a mile or two short of Alsoo. This is a nice village with a pleasant orchard to camp in. The ghat is half a mile further on. In the autumn mosquitoes are very troublesome.

From Awatkula, a direct road, which has lately been made by the Forest Department leads over the ridge, via Kundi to Chandigam in the Lolab. The ascent and descent are rough, steep and hardly rideable. At Chandigam is a forest rest-house, and a bridle path leads thence all round the valley to Anderboog—

From Sopor to Lalpoora via Chogul and Kofwara,

1. Sopor to Chogul, 15 miles. A pleasant ride through shady villages.
2. Chogul to Kofwara, 12 miles, and then as just detailed.

From Sopor via Arwan.

1. Sopor to Arwan, 15 miles, a nice ride along a good bridle road
2. Arwan to Dorus, 8 miles, including an ascent of some 3,000 feet to the top of the ridge.

This is the best route for people desirous of seeing the Lolab only. Arwan can also be reached by river, it being only two miles from Wynns on the Pohru. From the ridge above Dorus, a path leads East along the crest of the hill to the charming valley of Rampore, where is also a forest bungalow. Colonel Ward gives the march from Arwan as follows :—

"The distance from the river to the top of the ridge is four to five miles. Apart from the spring flowers and shrubs in blossom, there is not much of interest to be seen until the ascent is finished. Looking back the Pohru and Marwar Rivers can be traced. The Kajnag range with the jagged peaks of Malangan are South of

Marwar the Shamshibri mountains to the North. Looking North far away on the left is Nunga Parbat, Nag Marg, Luskhote and the ridges bordering on Machel are in front, and below is the Lolab. The descent is by one of the prettiest pathways ; it is also fairly shady. High up is the Medlar tree, with large serrated leaves ; it fruits in October. Then in wild confusion come the *Pinus Excelsa*, and dense forests of Deodar. Clumps of both these trees mingled with maple, yew, horsechestnut, hazel, and many kinds of fruit trees. Tikpura, the first large village, is five or six miles from the Pass. Lalpoora is three miles further down."

The route from Baramula by forest roads and bungalows will now be described. The forest houses herein mentioned may be occupied by permission, without charge, provided they are not required by the Forest Officers. They are 2- and 3-roomed structures, with bath-rooms, and contains only tables and chairs.

This route to the Lolab runs through the Utr Machipur Tahsil (in which is also the Lolab) and contains perhaps the most beautiful scenery in the valley. It lies to the North of Baramula and Sopor, and consists of a large extent of flat country, well peopled, surrounded by mountains and intersected by numerous streams, the principal of which are the Hamal, Mawar, Talri, Kamil, which form the Pohru River. A delightful trip can be made through this Tahsil starting from Baramula, skirting the foot of the mountains round to the Lolab Valley, and then either up the range to Nag Marg and on to Alsoo and the Woolar Lake, or over the range by Dorus to Arwan and into Sopor. From Baramula the road has been recently much improved by the Forest Department, so that it is rideable nearly the whole way, and from Soagam there is a good bridle road right round the valley at the foot of the hills past Chandigam, Dorus and Anderboog. Supplies are plentiful and coolies to be had everywhere, except at Kitardaji, which is only a small village.

The marches are as follows :—

STAGES.			Distance in miles.	REMARKS.
No.	From	To		
1.	Paramula	Panjal	8½	F. B.
2.	Panjal	Kitardaji	5	F. B.
3.	Kitardaji	Rainawari	12	F. B.
4.	Rainawari	Drogmula— Patalnag	12	F. B. Patalnag
5.	Drogmula— Patalnag	Kambrial	8	F. B.
6.	Kambrial	Sogam or to Lalpara Chandigam	7 or 9 or 9½	F. B.
7.	Sogam or from Lalpara Chandigam	Dorus	5	F. B.
8.	Dorus	Nag Marg	8	I. B.
9.	Dorus	Arwan	6	I. B.
10.	Dorus	Rampore	7	I. B.
	Arwan	Doabgao	12	I. B.
		Rampore	12	I. B.
	Nag Marg	Rampore	6	I. B.

The bungalows are free. Permission to occupy should be obtained from the Divisional Forest Officer, Baramula, or the Conservator of Forests, Srinagar.

1. Baramula to Panjal—8½ miles.

A good bridle road through blue pine forests. A very fine view of Nanga Parbat is obtained near the rest-house. Panjal is a small village on the Viji Nala. Rest-house prettily situated in forest—two rooms and bath-rooms. Good water from a spring close at hand.

2. Panjal to Kitardaji—5 miles.

Road passes through prettily mixed Deodar and Chir Pine forest. A village on the Humal River. Bungalow on the top of a rise amongst the Deodars. Good water.

3. Kitardaji to Rainawari—12 miles.

A good bridle road over hill and dale, through some beautiful forest scenery, then through village lands to the Talri River a small fordable stream. Road passes through the village of Khaipur in Raja Sir Amr Sing's Jagir. Forest house a mile higher up in a very pretty spot. Very cold spring water in the nala behind the house. Larch is the name of a village between these two forest houses. A mile and-a-half South, near Yahama, is a curious instance showing what destruction man can do.

A forest contractor diverted a stream with a view to floating sleepers. This caused the land to become waterlogged, eventually forming a chasm about a quarter of a mile in length, with sides 200 feet high, a sight worth seeing.

4. Rainawari to Patalnag (Drogmula)—12 miles.

Mostly on the level through a very pretty country. The Pohru River is crossed by a ferry boat at Wadpura, horses fording stream lower down, on to Drogmula village,—where there is a nice camping ground under walnut trees. The forest hut is two miles higher up towards the mountains amongst the Deodars. It has a nice grassy compound, with a pond and a stream running through a portion. A very good view of Kajinag.

5. Drogmula to Kumbrial—8 miles.

An easy march ; cross the Pohru again by an old and shaky wooden bridge. Kumbrial is a small village at the entrance of the Lolab. The bungalow, which has three rooms, is situated on the top of rising ground behind village. From it is a fine view up the left branch of the Lolab.

6. Kumbrial to Chandigam—Distance, 9½ miles.

A rideable march, crossing the Lolab River and then passing through Sogam, along pretty forest road. The

bungalow has three rooms. It is situated in a lovely spot, but a little out of the way. There is a spring near the camping ground said to be haunted, and no native woman will ever go to fetch water. There are nice rides from here. From Sogam or Lalpur runs a road over the range to Arwan, 9 miles, and thence to Sopor. Sogam and Lalpur are both large villages, with nice shady camping grounds.

7. Chandigam to Dorus.—Distance, 5 miles.

The bungalow is situated near village of that name. A good spring close by. A flood gate for floating sleepers may be seen on a small swamp half mile from the house. There are nice rides here. (a) Dorus to Tikpura and back via Wan, (b) Dorus, Tikpura, Dewar via Manerpore and back, (c) Dorus, Gundimacha Lalpur, Manerpore, Tikpura and back.

From Dorus, the road to Nag Murg goes via Tikpura, land to Manerpore. Distance 8 miles with a stiff climb of near 3,000 feet. A road also goes to Arwan F. B. and on to Sopor.

8. Dorus to Rampore.—Distance, 7 miles.

The road ascends the ridge above Arwan, then turns East along hill-tops to Rampore F. B. in a lovely Valley mentioned before.

Tregam or Trigumma, in the N.-W. portion of the Tahsil, is a large picturesque village, with fine chenars, and a sacred tank fed by a spring full of fish. It is one good march from Rainawari or Kumbrial.

From Tregam a pleasant trip can be made to the Booranambal Valley.

1. Tregam to Manchetta.—Distance, 10 miles.

An easy march to Panzgam of 6 miles, passing at three miles a small tank, overshadowed by willows, containing fish. Above Panzgam is an ascent through forest to a ridge overlooking the Manchetta Valley. The village is small, but picturesquely situated overlooking

the Shamshibri Hills. Water-supply good. The Tregam coolies should be kept on.

2. Manchetta to Booranambal.—Distance, 6 miles.

An early start should be made and breakfast taken on the summit of the ridge; the ascent being hot and exposed to sun. The ridge is covered with forest. The descent is shaded by fir trees. Water should be carried. There are two villages in the valley which is pretty and well wooded, with suitable places for camping.

3. Booranambal to Roodi.—Distance, 6 miles.

Return to ridge above villages ; then, instead of dropping down to Manchetta, follow a steep path straight down the ridge to the village of Muteher. Here is a beautiful piece of forest, and a picturesque nala with rocky sides is passed through on the way to Roodi. This is a coolie road, and pack ponies should not be taken.

Nichihama, where the burnt and sunken acre, Syum Nar may be seen, is about 6 miles South-East of Roodi. It is also about 8 miles from the Rainawari forest bungalow. The earth now looks as if soorkie had been burnt there. It is still warm, and in former times was so hot that rice could be cooked in pans placed on the scraped surface of the earth.

Handwara on the road from Baramula to the Lolab, is a growing village, which holds the Tahsil and the only Post Office in Kamraj. The latter is a convenience for visitors.

From Nag Marg, several times mentioned, are some nice camping grounds towards Machil and the head of the Laskhote Nala. Colonel Ward gives a route past the Changmar peak to Bakthaor, a village three miles beyond Kanzilwain in the Gurais Valley. The journey will occupy three or four days. It passes along the mountain tops and the view from the Changmar peak is said to be very magnificent. From Bakthaor one can return in three marches to Bandipar over the Rajdiangan

Pass, after a most enjoyable trip, or one can first visit Gurais and then return in three days.*

Colonel Ward's description is as follows :—

"From Nag Murg a road, fit for Kashmir hill ponies, but not for horses, traverses the ridges of Lashkot and passes on to Buggal-sar peak ; here a detour has to be made ; coolies can march along the edge of the Changmar range, but ponies must go down into the forest of the Bow, and rejoin the Changmar North of the peak. * A mile or so further on, the ridges separate : one turns Eastward and forms the watershed of the Bow ravine ; the other goes towards Machil. Following the boundaries of the Bow for about two miles, the path goes to Hath peak ; from here a spur leads to Bakthaor on the Kanzalwan Thaobut road, whilst the main ridge goes on to Sirdari, on the Kishangunga, but the descent to the Kishangunga looks impracticable for ponies. From Bakthaor, a road joins the Gurais route at Kanzalwan (see route to Astor *via* the Gugai), and a return can be made by the Tragbal Pass to Bandipoora. From Changmar peak a magnificent panorama is to be seen. Facing the Pirpanjal, the Konsa Nag is on the extreme left ; looking to the right the whole of the Pir range, the Kajnag, Shamshibri and the Khagan snowy peaks form a semicircle of snow ; on turning round, the glaciers above the Indus are seen, the mountains above Buldar ravine and the ridge of Dyamar glacier, with the grand summit of Nunga Parbat, carry on the line of snow until two-thirds of the circle is completed. In front of Nunga Parbat are the peaks of the Kheyl and Foolwein, and the two sugar-loaf shaped mountains are most likely the glaciators at the head of Mir Mullick ravine. The journey from Nag Murg to Bakthaor takes three to four days, but a week could be spent on the mountain tops with continual change of scene, for nearly the whole of the ridges in this vicinity are easy to travel over."

* The Tourist and Sportman's Guide to Kashmir and Ladak.

CHAPTER XVII.

THE GUNGABAL LAKE AND HARAMUKH ; (a) ROUTE
via ERIN NALA, AND BACK BY THE SIND VALLEY ;
(b) CONTINUED ON, SIND VALLEY TO I-IDAR VALLEY
via YAMHEUR LAKES AND ARO TO PAHLGAM ; (c)
ROUTE TO GUNGABAL via SIND VALLEY, WANGAT
RAVINE AND RUINS ; (d) Vid MANASBAL.

HARAMUKH and Lake Gungabal. Haramukh mountain is the apex of a ridge lying between the head of the Bandipur Nala in the north, and heads of the Wangat Valley on the South. Two smaller nalaas lead up to its higher shoulders, Chitingool South, and the Erin Nullah West. Lying chiefly on the Wangat side of ridge are the lakes formed originally by the glaciers of Haramukh, which even now come down to the water's edge. The chief of these is Gungabal.

The route by the Erin Nala is first given.

The Erin Nala Route.—We presume the traveller has arrived in his boat at Bandipur. Nadihal is generally given as the ghât for the Erin Nala, where the lake level is high. When the water is low, and speaking generally, the landing stage for Bandipur at Noos is most convenient. Noos is about $1\frac{1}{2}$ miles North of Nadihal. The road is well aligned as far as the transport godowns, and has further been improved as a good bridle path for some $6\frac{1}{2}$ miles and as a fairly rideable track to Kodoora. Beyond this ponies do go, but coolies are safer.

The marches are somewhat as follows :-

MARCHES.			Distance in miles.	REMARKS.
No.	From	To		
1	Bandipur(Noos)	Erin	?	
	Erin	Sumla	1½	
	Sumla	Suntmulah	2½	
2	Suntmulah	Kodnor a	2½	11½ miles
	Kodnor a	Chitrnar	0	Ascent of say 4,000.
	Chitrnar	Gangabal Lake	10	Ascent of 3,500
3	Tronkol	Sind Valley	5	15 miles.
	Tronkol	Kachnambal	12	
	Kachnambal	Gunderbal	14	Boat.
6	Gunderbal	Siinagar	14	By land.

1. Leaving the boat, a puckha road leads up to the transport godowns, past the Telegraph Inspector's house and the Market Garden. It then turns N.-E. and heads for the nala, passing on the right the little villages of Madar and Koonan.

Erin is about four miles up a picturesque village well shaded with walnut trees. Near the entrance on the left are some splendid Kabuli poplars (Kabuli Safaida), including one tree of great girth. A fine spring gurgles from the roots of a chenar tree, and a brook runs through part of the village. Clearing the village, the path skirts a lovely clear stream. The road gradually rises and leads through the village of Sumla. Beyond, the gradient is steeper, and the path is a mere track as far as Suntmulah, 1½ miles ahead. Most of this village was destroyed by fire in 1900, as also part of Erin. Suntmulah is placed high above the stream. Half a mile beyond at Sarundah a nala joins the left bank, this

divides a little way up; the left division N.-E. goes to Haramukh, the right S.-E. leads on and over to Chittingool, Sind Valley.

Above Suntmulah the ascent is continuous for over a mile. The path then descends by the left, enters a well-shaded gorge, crosses the brook, and rises steeply to the ridge overlooking the main nala. Kodoora is round the corner, the last half mile being a nearly level bridle path. Kodoora is the last village up the valley and consists of five typical double-storied Kashmiri cottages, with few trees around. Below, near the stream, are five flat-roofed Gujar houses. The inhabitants are chiefly Mahomedans from Poonch. Behind are grassy slopes topped with belts of pine, and rocky mountains towering above. About sunset a cold breeze sets in and blows down the valley for several hours. Few supplies are procurable, and gram or barley should be carried for ponies. Unless a Bunniah can be arranged to accompany a party, stores should be carried on this route for five or six days as far as Kachnambal, as little is to be got at Wangat. Stores of all kinds are obtainable at Bandipur. There is a clean little camping ground in an open space beyond the village mosque.

2. Kodoora to Chitridur.—*Distance, 9 miles.*

The path beyond the village descends, running through a wooded dell, and, after crossing a side brook, rejoins the main valley, and continues on easy for about an hour and a quarter to a point where a side nala joins the left bank. Here is a small level called Gonaspatri, close to a bridge across the stream. The best ascent of Haramukh is said to be made by this nala. This is a lovely little corner. The real climb commences here, the path up the right bank rapidly rising often, at gradients of 1—4 and 1—8. After a stiff burst, a Gujar's shed is passed on the right, where water from a spring crosses the road. At this point one obtains a good view of the

torrent, which in the spring and rains must form quite a cascade. Looking back below is the Woolar, with the hill of Shukrudin and the Kajinag beyond, and Apharwat S.-W. The left bank of the valley opposite is well clothed with *Pinus Excelsa*, sprinkled with sycamore. As one ascends the pine gradually thins out, and is almost left behind after four hours trudge, where are some Gujars to the right below. Beyond these huts the gradient is easy ; the hills on the left are bare, covered only with dwarf juniper, the birch taking the place of the pine on the right. Slowly the great peaks of Harniukh come into view, and the path runs on easy to the head of the valley, though the elevation tells on one's breath. At last, after crossing the brook, a small curious level^a plain is reached, a regular cul de sac surrounded by rocks and mountain tops running 3 to 4,000 feet. The plain is perfectly level, a semi-circle, half by a quarter of a mile. In the autumn a brook of sparkling icy cold water meanders round it. In October this plain is dry, but one can fancy it is damp in the spring and summer. The camp is pitched up the far end, under some huge rocks. The hill-sides to the right are dotted with birch trees, and wood is fairly plentiful. A frowning gorge closes in the valley, at the base of which a track is visible. This divides about 800 feet up, the left branch winding up an impossible looking mountain side, into a side nala, and on over a pass some 13,500 feet, the right division entering a gorge, the head of which is hidden from view. This weird little spot, probably with an elevation of 11,000 feet, is a charming place to camp at in fine weather, well sheltered from the wind on three sides by high mountains. From its Southern end one gets a view of the Woolar Lake below and the mountains beyond. Birch firewood is plentiful, but the rock accommodation for coolies is very limited, and a tent should be taken for them. A pony can be led the whole of this road and ridden over parts of it.

3. Chitridur to Gungabal Lake.—*Distance,
say 10 miles.*

This is a stiff climb, and a very early start should be made. The path follows up the stream, crosses it twice and ascends a ridge by a steep gradient. After half an hour's walk, the track divides. The path to the left continues up, and enters a rocky ravine, with a very steep gradient, and crosses the ridge about 13,500 feet, descending to the Sirbal Lake. This is the pony track, though one cannot ride it. The path to the right follows an easier gradient, over a rough and rocky country, and eventually one arrives at the crest after a tiring climb of $2\frac{1}{4}$ hours.

The view from the pass is much shut in. Immediately below, some 700 feet down, is a mountain lake marked on the map as Sirbal. The track drops down steeply to the water and continues on to the overflow at the foot of the lake, which is reached in some 40 minutes. At the time of our visit snow was lying on the hills, closing the path which is said to lead directly to Gungabal by the cliff at the head of this lake, the path commencing about 100 feet above it, reaching the crest above in about half a mile. One is now in a barren valley, the head of the Bandipur Nala, down which is track to Tresangam. Standing on the overflow looking N. $\frac{1}{2}$ W. Nanga Parbat Peak rises sharp and defined, a picture of snow, between the nearer bare mountain tops. The lake is perhaps $\frac{1}{2}$ by $\frac{1}{4}$ of a mile. The sparkling water is of a deep emerald green colour. The tracks now lead up to a kotal a good mile and-a-half distant. An easy ascent in ordinary weather, but when under soft snow a most difficult and fatiguing climb. Running right across its summit for a considerable distance is a low stone wall, a most curious arrangement. This is said to have been constructed early in the century to repel raiders from Chilas. One may well enjoy a rest here, for the view is splendid. To the north stands Nanga Parbat, surrounded by its minor peaks, all clear



GUNAGAI LANE, 11,500 FT., AT THE FOOT OF HARAVUKH.

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and defined, while to the left are the grand snow mountains of Khagan. On the far side of this Koral, is another and larger lake, Loolgool. Its area is probably $\frac{3}{4}$ by $\frac{1}{2}$ mile. The track descends to the left, skirting the lake by a narrow but very good path, on which one steps out with great relief. This path keeps on by the N.-E side of Loolgool, and after another mile's trudge, Gungabal comes into sight 500 feet below.

The time occupied by us was 6-10 A.M. to 12-50 P.M., but the snow made the road very difficult and most tiring. Gungabal, about 11,800 feet above sea-level, is said to be 4 miles in length and $\frac{1}{4}$ to $\frac{1}{2}$ mile wide. The view from the Northern end is grand and extensive and well repays the trouble of the journey. Guarding and overowering it, grim sentinels, are the peaks of Haramukh, the highest of which just under 17,000 feet rises 5,000 feet sheer from the water. Between the two peaks a glacier runs down to the water's edge. Away in the distance East by South is the Goond Peak (Kotwal Station, map), 14,700. To the left is the well-known sugar-loaf peak of Kolahoi, overlooking the Lidar, and nearer are the sharper peaks of Amarnath. At the Wangat end of the Lake is a rolling grassy plateau, to the right of which a small lake is just visible. Gungabal lies in a wide barren valley, continuous with the head of the Wangat Valley, closed on the left by mountains and on the right shut in by Haramukh. Far away to the left can be seen the track leading over to the Tilail Valley. If snow has lately fallen, the beauty of the view is greatly increased. Perhaps without it, the wild barren look of the mountain is less pleasing, though at all times the mighty Haramukh is a wonderful sight. But in all the lakes I have seen at high elevations in Kashmir, the sublime is tinged with melancholy. The path to Tronkal five miles distant continues on, passing a smaller lake and crosses a stream several times; the camp will be pitched at any spot convenient to wood and water.

4. Tronkal to Wangat or Kachnambal.—Distance, 12 miles.

The descent from Tronkal to the Wangat ruins of Nagbal, a drop of 4,000 feet, will take a good three hours. The morning sun lights up the snow on Haramukh in a woderful way and one traverses grassy stretches of hill-sides through masses of lovely flowers, which increases the pleasure of the journey and compensates for the inconvenience which often attends it. Wangat Village is three miles further down and Kachnambal is some four miles ahead.

5. Kachnambal to Gunderbal is a long but easy march of 14 miles. Here one can rejoin the boat, or proceed the next day by road to Srinagar.

This is a convenient place to bring in *en route* from the Sind to the Lidar Valley, which completes the tour recommended to traveller, noted in Chapter XXVI, and depicted on the map specially prepared for the purpose.

Sind to Lidar Valley, Koolan to Pahalgam.

The marches would be continued as follows :—

- 1-4 Bandipur (Noos) to Kachnambal, 4 marches.
- 5 Kachnambal to Kangan.
- 6 Kangan to Goond.
- 7 Goond to Gagangir.
- 8 Gagangir to Sonamarg.
- 9 Sonamarg to Koolan.
- 10 Koolan to Yamheur.
- 11 Yamheur to Lidarwat *via* Sekwas.
- 12 Lidarwat to Kolahoi and back.
- 13 Lidarwat to Pahalgam.

Kachnambal to Kangan.—An easy march of some 9 miles.

At Kangan the main road to Leh is joined, and the description on to Sonamarg is given in Chapter XVIII.

September 9th.—Koolan to Yamheur.

I am indebted to the Revd. J. W. Youngson, D.D., for the full description of this march. Two young ladies

accompanied the party. They walked all the way. The weather happened to be splendid and pony carriage was taken for baggage.

After crossing the Sind River by a bridge at Koolan we ascended the ridge opposite by the forest path, in the shade of pines to Zewin. Beyond that it was a very stiff climb, until we got to the level within reach of snow. Our tents were pitched at Yamheur in the green centre of a great basin surrounded by giant mountains, the snow clinging to their rocky sides. Where the grass grows at this height, some 12,000 feet, the flowers of blue and yellow predominate. This green carpet of grass variegated with lovely flowers was a rest to the eye. A glacier comes down to the blue lake at our feet reflecting the mountain on the far side. At Yamheur are two lakes known as Yamsar Nag and Kamsar Nag. From the ridge above the camp and the Yamsar Nag, a beautiful view is obtained. The elevation is near 14,000 feet, and the view is grand and extensive. Below are the two lakes of beautiful blue, one higher than the other. In the valley to the left is snow, and the sides of the valley are ribbed with snow. To the South are rocky mountains with masses of white snow observed at times, as the white clouds sweep by. The glaciers on the right are strangely marked. What a glorious view. Half a score of waterfalls whiten the rocks and fill the stream below. One long valley stretches far away, ending in a high mountain of the purest white. In the afternoon we strolled to the upper Lake Kamsar. It is placid blue like the other, and the snow hung right into it, from the rocky cliffs above it.

September 10th.—Yamheur to Lidarwat via Sekhwas.

Started at 7 A.M. to cross the pass. The path looks difficult leading over the rocky precipices above the Nag.

Yet when we were on the path it did not seem as difficult. Arrived at the summit at last, and standing at some 14,000 feet above the sea, we felt some feeling of exultation, as well as exaltation. Behind was a rocky basin with the two little lochs ; before us another basin, with a snow stream running down its centre, spreading itself over a grassy circle, and making little islands in a marsh. How still the place. A cry like a water-fowl broke the stillness. It was the call of the Marmot, the cat of the mountains, uttering a warning to its companions as it sits on the edge of its burrow. We followed the stream to Sekhwas, where the birch forest begins, and it is another 8 miles to Lidarwat. Lidarwat is a green oasis surrounded by dark pines, in the valley of the Lidar, or rather that part of it which is called the Kolahoi stream.

Above our tents the cliffs rise to a great height, with perpendicular strata standing in layers, each layer fringed with trees. It is like some great fort or palace, a very impressive sight in the moonlight.

September 11th.—Lidarwat to Kolahoi and back.

Again a lovely day, and we walked to Kolahoi and back. It is a very long 8 miles. Started at 7-30 A.M., and it was past noon before we took our seats at the mouth of Kolahoi glacier from which issues the river Lidar. We have heard that the river flowed out of the great snout of a glacier on Kolahoi, and there sure enough was the great ice mass stretching from the summit of the hill to the foot, and continued in the form of a rushing stream, issuing from an ice cave. One can walk up the glacier for a considerable distance, and it seemed as if one could easily reach the top of the shoulder of the mountain on the snow. We gathered lovely columbine and red poppies near Kolahoi.

Our path to Kolahoi led us through a grove of pines and birches, the shade being most grateful for the first

part of our march. The ascent, though gradual, was stony. On our left was the rocky mountain of Royil, and quite on our path. Further on the valley widened. Two or three fine waterfalls appeared in the course of the river, and several on the mountain sides. One in particular attracted our notice. It fell from a high rock, into a basin at the foot, but no stream flowed to the river, the water disappearing in the ground. As for minor streams we crossed so on our way, and they were icy cold. Approaching Kolahoi are two magnificent waterfalls on the river and hill-side; and, above us, a great snow-rubbed mountain, Sosnean, marked across with rocky ridges, looks down like a pyramid from the right.

Lidarwat to Aro and Pahalgam.

Marched down hill by the bank of the stream, passing some beautiful waterfalls on the opposite side. The showers overnight seemed to enhance the greenness of the trees and meadows. Reaching Aro about noon, we stood on the green slope above the village lost in transport at the lovely view. Snowclad mountains rose on our left and pine-clad hills on the right. Behind us the valley we had left, before us a valley with the village of Aro in the distance, its quaint wooden houses and the harvesters gathering in the crops around.

Descending to the village we passed through it, crossed the stream by a bridge and followed the easy path which led us to Pahalgam, in the Lidar Valley.

A friend, Mr. B. of Calcutta, sends me another account. This may be useful in explaining difficulties that arise in bad weather.

"My sister and I left Soonamarg on August 13th with a numerous retinue, including an ayah and with pony transport, which I would warn travellers against, as they are useless in wet weather for this

march. The march down the Sind Valley was delightful and very easy, being all down hill as far as Koolan.

August 14th, 8 A.M.—We started from Koolan and just managed to reach Zewin at 11 A.M., when the rain came down in torrents. We halted here until the 16th and then struck camp, but only got as far as the top of the meadows, as we found our pony-carriage quite useless on the clayey soil, and had to send back for coolies to Koolan. On August 17th, at 9 A.M. we at last made a start, and after a very slippery climb for the first part of the way, reached the lakes at the foot of the pass without any mishap. Here we had lunch. We manipulated the pass without much difficulty. I may say for the benefit of ladies that dandies are quite useless as means of locomotion in the steep parts. My sister and the ayah were pulled up by ropes passed round them and attached to a coolie in front and got up fairly easy. From the top of the pass to Zekhwas was an easy descent, part of the way being over huge boulders, from one to the other of which, one had to step with considerable agility. We reached Zekhwas at 3 P.M., just six hours from Zewin, or five hours actual going. Our coolies and transport arrived at 5 P.M., just in time to put up the tents before the rain again set in. The march on from Zekhwas and Lidarwai is very easy, being chiefly over rolling downs and on to Aro and Pahalgam."

Mr. B. lays down three golden rules to be observed when crossing the Yamheur Pass. They are:—

- " 1. Wait for fine dry weather.
- 2. Take coolie transport, not ponies.
- 3. Don't take an ayah. My sister's ayah wept constantly on the road, and required several coolies to help her reaching camp hours after we did.

The coolies and servants generally object to halt at Zekhwas as they say they cannot get firewood; but we experienced no difficulty whatever."

In the multitude of councillors is safety. I therefore add a third short account sent to me by a friend, a renowned walker.

Notes on the Pass from the Sind to the Lidar Valley.

First day.—Left Sonamarg at 9 A.M., reached Koolan at 12-5 P.M. In our case (though apparently not always) coolies for the Lidar cannot be obtained at Sonamarg, but must be procured at Koolan.

If it is desired not to halt at Koolan, but to march on in the direction of the pass as far as Zewin, a very desirable division of the journey, arrangements must be made beforehand to have men ready at Koolan. Left Koolan 2-35 P.M., very steep and continuous ascent of $2\frac{1}{2}$ hours. The road is very bad in places, but ponies, which should be lightly laden, do go over, and they travel faster than coolies.

Second day.—Left Zewin at 8-20 A.M. one hour's steep ascent. Then two hours of easy rise and fall, and one hour more very steep ascent to pass. Reached pass at 12-15 P.M. The coolies did not come up for fully two hours more. Commenced descent at 3 P.M. Did not halt at Zekhwas, but marched on, one hour beyond to Hemwas—an excellent camping ground, though the river has to be forded to reach it. If the river is high, there is a bridge about a mile further down, by which it can be crossed, and steps retraced to camping ground. But at the end of a long day this means a considerable detour.

Left Hemwas at 8-15 A.M., one hour to Lidarwat, two hours on to Aru, all easy travelling, and on to Pahalgam next day.

If speed were an object, the journey from Sonamarg to Pahalgam could perfectly well be done by fairly strong walkers in three days; sleeping the first night at Zewin, the second at Hemwas. But the route is well worth taking rather longer over.

Route 2.—Gunderbal (Sind River) to Gungabal Lake via the Wangat Ravine.

Gunderbal will be reached by water from Srinagar on the second day, or direct in one march of 14 miles. The marches will be—

Gunderbal to Kachnambal	... 14 miles.
Kachnambal to Wangat ruins	... 7½ "
Wangat ruins to Tronkal	... Climb 4,000 feet
Tronkal to Lake and back	... 8 miles.
Tronkal to Wangat village	... 10 "
Wangat Village to Kangan	... 8 "
Kangan or Wangat to Gunderbal	18 "

1. Gunderbal to Kachnambal.—Distance, 14 miles.

Road runs easy past Noonar, then Gootlibagh, and at 7½ miles crosses the Sind River. It then bears to the left, and passing Droptun and Ari, ascends gradually to Kachnambal on the right bank of the Wangat River. Kachnambal is a good sized and prosperous village situated high above the river.*

2. Kachnambal to Wangat Ruins.—Distance, 7½ miles.

After leaving the village, a rough, stony path leads through thick woods and along the edge of cliffs to Wangat. For some miles, it is delightfully shady, the trees meeting overhead, so that one can only hear, without seeing, the torrent rushing below; but occasional

* If more convenient, the start can be made from Manasbal instead of Gunderbal. It is 5½ hours' march to Kachnambal, e.g., 9-30 A.M. to 3-30 P.M. including a halt. The march is a pleasant one. After going 1½ hours Lar is reached, a fine village hidden in splendid foliage; on the spur above is a picturesque shrub—a landmark. There is a State vineyard here, and vines are often seen on this road. Mangam is past at 8 miles; looking towards Srinagar one sees the great swamps surrounding the city. The road continues easy, across the Chittingool stream by Ari up to Kachnambal.

gaps give lovely peeps of the foaming water, flashing white in the sunlight over big black boulders. Gradually the scenery becomes mountainous, and leaving the trees of the lower slopes behind, the air is scented with the pines till one emerges on more open ground with an uninterrupted view of Wangat Nala, a perfect blaze of autumn tints on this fine October day. Above Wangat the road rises perceptibly, with hamlets nestling by smooth "margs." Wading a mountain stream the path lies once more through forest, and a gradual descent to the right brings one to the ruins Nagbal, where the level camping ground, abundance of water from the sacred spring, and plenty of firewood, promise a pleasant halt for the night.

The Ruins.

Rajdainbul, the first reached, is the ruin of a stone temple, of the same style and period as that at Bhanyar, near Rampore on the Murree Route

It is situated near the upper end of the valley, about 100 yards from the right bank of the river, and consisted of four buildings enclosed by a stone wall, of which some portions are still standing. It is of great antiquity, and trees are growing through the roofs of the buildings. The ground within the enclosure is soft and marshy, as though it had formerly been the bed of a small lake, and the scenery around is as wild as can be imagined. Nagbal is another ruin, about 150 yards beyond the above, and which it much resembles; there is a holy spring close to it—whence its name—issuing from the foot of the high mountains on the right side of the valley; the water is very cold and pure, and flows into a stone reservoir about 60 feet long and 40 feet wide. The ground, for some distance round, is thickly strewn with grass shoes, discarded by the pilgrims who visit the spring on their way back from the Holy Lake Gangabal.

Wangat Ruins to Tronkal.

Immediately on leaving the ruins there is a steep climb of 4,000 feet directly on the way to Tronkal (3 to 4 hours), over ground slippery with pine needles and fine gravel. It is however comparatively shady, and the views at different points perfectly magnificent. Emerging on the top of the scarp the path passes over grassy rolling slopes for about a mile, and then for two or three miles it is a mere scramble over and between big craggy rocks, till one sees the birch trees by Tronkal, and the smooth descent over meadows to the log huts where we pass the night.

The view from our camp at Tronkal was a page from the book of nature. Behind us was Haramukh 16,900 feet, his precipitous cliffs rising sheer up some six or seven thousand feet, for our camp is some 10,500 feet high. The northern glacier hung on him down to the edge of the Lake. Away N.-N.-E. a range of great rugged peaks swept in a circle in front of us, and to the East jagged ridges of rock over grassy and wooded bases.

Tronkal to Lake and back.—*Distance, 8 miles.*

Next morning one is fresh for the gradual ascent to the lake, a distance of five miles. The path is now mostly very easy over grassy shoulders ; on our way we crossed a stream running from the lake of Nainakul. Thisfeat was accomplished with some difficulty, for it was knee deep, and had a stony bottom. But the sight of Nainakul rewarded us, for it was blue as blue could be with the great Haramukh, snow and all, reflected in it. Further on we crossed a stream flowing from Gungabal, the ford being more troublesome than the former, and found ourselves on a green ridge looking down on Gungabal's blue water, and a long line of Hindus' tents along the nearer margin, the Hindus themselves bathing

and worshipping, for it was the time of the great pilgrimage. The view of Mount Haramukh with its great snowy peaks standing sentinel over the serene surface of the lakes, the precipitous bluffs rising sheer four to five thousand feet above the water is very wondrous and beautiful. In the clear atmosphere it seems as if one could throw a stone at the giant, so difficult is it to realize the distance that really intervenes.

Gungabal is 11,800 feet above the sea-level. It is two miles long by a quarter to half a mile wide. Forming one of small mountain sources of the Jhelum, it is to the Hindus of Kashmir what the Ganges is to the inhabitants of the plains of India. A great festival is held here annually, generally late in August, which is attended by thousands of pilgrims from all the adjacent country.

It is considered to be the duty of every orthodox Hindu in Kashmir, who has lost a relation, to make a pilgrimage to Gungabal. The pilgrims ascend by one route, and return by another. The climb is severe, but not to be compared in length and trouble to the ascent to Amarnath. The journey is made in four marches. Two, Srinagar to Chittingool, the third, to Brahinsar Nag—a very stiff climb up the ravine of 5,000 feet—thence into Gungabal. Here they bathe and worship. The return journey is made by Tronkal, and the Wangat ruins at Nara Nag, where they again worship, bathe, after casting away the grass shoes worn in the ascent.

The traveller now returns by the way he came, or if coolies are available and willing, he may continue on and join his boat at Bandipur on the Woolar Lake. In doing so, he will continue up the right bank of the lake, and on to the Lake Loolgool a mile beyond. This lake is skirted on the right and the ridge above crossed, the path leading down across the head of Sirbal Lake. A track leads up from the North side of Sirbal to

a pass, some 800 feet, and probably at an elevation of 13,000 feet. Thence a rough stony road leads down to Chitridur. The next march is to Kodoora and the third to Bandipur, as already described in the reversed way at the beginning of this Chapter.

If he wishes a different route, he can return by the pilgrim path in two marches to Chittingool and thence to Manasbal or Gunderbal or wherever his boat awaits him.

CHAPTER XVIII.

SRINAGAR TO LEH.

ROUTE SRINAGAR TO LEH IN LADAK—THE SIND VALLEY—SONAMARG—ZOJI-LA-PASS—GENERAL FEATURES OF LADAK COUNTRY—DRAS—DRAS TO KARGIL—KARKITCHU TO SKARDU ROUTE—SHERGOL—SIGNS OF RELIGION IN LADAK—MONASTERIES—POLYANDRY—LKH—HEMIS GONPA MONASTERY.

THE description of this route is taken almost entirely from "*Jamoo and Kashmir territories*" by Drew, the most accurate and faithful geographer, who has ever written on Kashmir, and whose standard work should be read by all desirous of exploring the immense tracts of country he has visited and described.

In the long march to Leh, the visitor will pass through country, the geography of which he is, in part, already acquainted with; while that portion of the country beyond the Zoji-lá* will probably be entirely new ground to him. The latter, is exceedingly different from any portion of the country hitherto described in this guide, being naturally separated in various respects from Kashmir. Not only are its physical characters widely different, but from Shergol on, its inhabitants belong to another of the great divisions of the human race, and follow a religion (Buddhism) different from either of the two professed or hitherto met.

It is the great chain of snowy mountains that makes such a physical separation, and has favoured, if not induced, the other differences. The lowest gap in the mountains is the Zoji-la Pass, 11,300. The total

* Zoji-lá, lá meaning pass.

distance from Srinagar to Leh, $242\frac{1}{2}$ miles, is ordinarily traversed in seventeen days. The road is now rideable throughout.

The details of the stages are as follows :—

SRINAGAR TO LEH.

17 marches, $242\frac{1}{2}$ miles.

No.	Stage.	Height above sea-level.	Distance in miles.	REMARKS.
1	Srinagar to Gunderbal.	5,235	14 $\frac{1}{4}$	Can be done by boat.
2	Gunderbal to Kangan.	5,230	11 $\frac{1}{4}$	
3	Kangan to Goond	.	13 $\frac{1}{4}$	
4	Goond to Gagangir	...	8	
5	Gagangir to Sonāmarg.	7,000	7 $\frac{1}{4}$	
6	Sonāmarg to Baltāl	8,650	9	P. O. in season.
7	Baltāl to Matiyan	9,000	15	
8	Matiyan to Dras ...	11,000	12 $\frac{1}{4}$	Cross Zojī-lu, 11,300.
9	Dras to Kharbu ..	9,825	20 $\frac{1}{4}$	P. O., T. O.
10	Kharbu to Kārgil ..	11,890	15 $\frac{1}{4}$	
11	Kārgil to Mulbec ..	8,787	23 $\frac{1}{4}$	Fort, P. O., T. O., B.
12	Mulbec to Kharbu ..	..	14 $\frac{1}{4}$	
13	Kharbu to Lāmayurū ..	10,890	15 $\frac{1}{4}$	Cross Namika-lā Pass, 13,000.
14	Lāmayurū to Nuria	11,520	18	Cross Foti Pass 13,400, B.
15	Nuria to Saspol ...	...	14 $\frac{1}{4}$	B.
16	Saspul to Nimo ...	...	11 $\frac{1}{4}$	B.
17	Nimo to Leh ..	...	18 $\frac{1}{4}$	B.
	Leh ..	11,500	...	P. O., T.O., B.

NOTE.—P. O. = Post Office.

T. O. = Telegraph Office.

B. = Road Bungalow.

1. Srinagar to Gunderbal.

May be reached by water, when the river is high enough, dropping down the Jhelum to Shādipore,

and then up the Sind River to the ghát, which is a mile from the village.

By road.—This march is an easy one, lying in the open Kashinir Valley, and is tolerably smooth and level all the way. Starting from the Munshi Bágħ, the road leads by the Mission Hospital, and the village of Drogjan to the bridge over the Dal Darwāza. Thence it continues along the causeway, separating the Dal Lake from the Chenar Bágħ Canal, and enters the Northern portion of the city, exceedingly filthy and unpleasant after heavy rain, and very bad in the winter. Running under the walls of Fort Hari Parbat (on the right) and clearing the city, the road keeps for two miles through the straggling houses of Naoshera, where are several paper manufactories. Within the confines of this part of the city are several remarkable ancient buildings and palaces worthy of a visit from the antiquarian. A peculiar feature, surmounting the gilded ball over a mosque on the right of the path is to be noticed, in the shape of gilded umbrella, the only object of this kind I believe to be found in the valley. Beyond the fort and Naoshera are several ruins, the principle being a large stone temple in the parish of Zogibal, standing on the edge of an extensive morass, a short distance from the road. Soroo village is passed at eight miles. Here, and more particularly nearer the city, pariah dogs are a great nuisance, several often together boldly attacking one's pony. All over the valley these dogs are a perfect pest, day and night, not only by the noise and howling they keep up, but also owing to their thieving proclivities. Sopor and its neighbourhood has a reputation for hydrophobic dogs. On the left of the road beyond Soroo, a large marshy tract known as the Anchār Lake lies below, a rendezvous for wild fowl. At about 10 miles, the path descends to the level of the swamp, the track down being very slippery in wet weather. Previous to seeing this spot, the visitor was probably unaware of the great swamps lying to the North and

West of the city. Continuing level with the swamp, the road, passing several springs issuing in different places from the base of the hills on the right, strikes the foot of a mountain spur, and, rounding the base of it, Gunderbal is reached. The ghât on the Sind River is about a mile distant. Before reaching the spur just mentioned, about two miles this side of Gunderbal, the traveller will notice on the hill-side enormous masses of shingle. They are the remains of a beach more extensive than that seen at the mouth of the Liddar Valley, and afford the strongest geological proof that previous to the exit of the Jhelam through the gorge at Baramoola, the Vale of Kashmir was the bed of a magnificent lake.

2. Gunderbal to Kangan.—*Distance, 11 1/4 miles.*

A gentle ascent of three miles through rice fields leads past Noonar, a large village, then across a plateau covered with jungle, brushwood and many half wild fruit trees, passing Gotibagh at six miles. Here the path descends rough and steep in places, to the Sind River, which at $7\frac{1}{2}$ miles is crossed by a wooden bridge. Except during floods, the water is of a lovely colour. The Sind Valley proper commences here, and at Kangan, $4\frac{1}{2}$ miles further up, the open Kashmir Vale is not in sight. The Sind River now crossed for the first time, rises in the mountains near the cave of Amarnath, enters the valley through a deep and rocky defile at Baltal, and passing down the valley named after it, joins the Jhelum at Shadipore.

The Leh road continues along the right bank crossing some rough boulder ground to Kangan, the halting stage. Beyond the bridge to the West, is the mouth of the Chitingool Nala. This is the route followed by the pilgrims on their upward journey to the sacred lake of Gungabal two marches distant. The ruins beyond Wangat Valley (Nara Nag) are situated up the Wangat Valley one long march North of Kangan and the track

to the Holy Lake of Gungabal, 12,000 feet, eighteen miles distant, runs above them.

(For full description see Chapter XVII.)

At Kangan a grove of walnuts and chenar trees afford grateful shade for a camp. The traveller, now well within the Sind Valley, will find the atmosphere cooler and fresher than in the main valley, and the oppressive heats of Srinagar have been left behind. The Sind River is one of much volume and velocity, and its waters, which have yet to be crossed six times are always cold from the snow and glacier feeding it. This is actually realized when one stands on a bridge crossing it, and feels the current of cold air that descends from above, and is kept cool by its contact with the stream, to which it is closely confined, as this coolness does not extend a yard beyond the banks.

3. Kangan to Goond.—*Distance, 13 miles 6 furlongs.*

Cross the river at Haroo, eight miles; two miles further recross to right bank, and continue to Goond.

4. Goond to Gagangir.—*Distance, 8 miles.*

In this march the river is crossed and recrossed; five times in all so far. In these two marches the tourist enjoys the finest scenery of its kind in Kashmir, a kind that does not indeed give wide views across a hill surrounded plain, but that shows all the beauties of a valley bounded close by lofty hills of varied surface, richly clothed with forest and covered with thick herbage, broken by cliffs and crowned by rocky peaks. The valley bottom, a mile or two wide, is occupied by plateaux, slopes, and low level flats which alternate one with the other. The river flows through low land frequently dividing. The mountains rise steeply behind the terraces and plains. On the left bank, for 13 miles, without a break, there is a great slope extending up for thousands of feet covered with dark forest of silver fir, spruce, and *Pinus Excelsa*, with some deodar. Here

and there lines of lighter green occur, in the hollows may be, where the conditions are more favourable to the growth of deciduous trees; along the lower edge, too, a growth of them makes a belt of brighter green beneath the dark conifers.

"Up-climb the shadowy pine above the woven copse."

This forest reaches 5,000 and 6,000 feet, and in some places to the very summit of the ridge, in others the mountain rises above the tree limit. On the North side of the valley, for a great height up, the hill-sides are of steep but grassy slopes, broken by rocks and lines of cliff. In the valley itself the path runs through glades, shaded by trees of rich and varied foliage, with flowers of jasmine, honeysuckle, and rose delicately scenting the air; and villages are passed surrounded and almost hidden in groves of thick leaved walnut trees. Each village grove cheers one by its homely, pleasant look, and each wilder glade tempts one to stay and enjoy in its shade the combined beauty and grandeur of the mountain views.* Such are the general features of the Sind Valley. Koolan is passed, four miles beyond Goond. On the left bank of the river opposite, the path ascends to the Yamheur Lakes, and on to Aro, and Pahalgam in the Lidar Valley (*see Chapter XIII*); Rezim is a village near Gagangir. At Gagangir, 7,400 feet, the

* On his return from the great mountain sights of Baltistan, Mr. Martin Conway passed through the Sind Valley in October 1892, and his opinion of this renowned portion of Kashmir is here recorded.

"To sum up, the Sind Valley is certainly beautiful—beautiful at any time, but with its autumn colouring specially so. The forms of its mountains are often fine and they are graced with ample drapery of forest and grass. But the valley as a whole is not comparable with any of the first rank of beauty. It cannot for a moment stand beside the Val Maggia or the Val Vigezza. Its fame comes from people who bring to it eyes tired by the sunburnt plains. To them must indeed be grateful the sight of its coppices of hazel and hawthorn, its tangled thickets of honeysuckle, wild rose, etc." The reader can judge for himself and form his own opinion.

valley has narrowed much. The river skirts the very foot of the mountain slope on the left bank ; on the right bank there is only a narrow strip between the hill-side and the stream, which supports a Buniah's shop.

Here, too, the characteristic scenery of the last three marches changes. The traveller should turn and observe the view down the valley. He will then be struck with what is often noticed in mountain valleys, after travelling some way towards their sources, and then looking back. The mountains seem diminished ; they look as it they could hardly be the same that towered above him as he passed along the foot of them. It seems as if the opening of the valley into the plain must be near at hand and not many miles distant.

5. **Gagangir, 7,400', to Sonamarg, 8,650'. - Distance, $7\frac{1}{4}$ miles.**

Beyond Gagangir, a great rocky ridge on the North side approaches its opposite neighbour on the South, and the valley of the river becomes a gorge, through which the waters foam, while the path is carried among the large fallen blocks that fill up the space between its right bank and the steep cliff that overhangs it. Here for some four miles used to be the worst bit in the whole 260 miles to Leh. In 1887 this portion was greatly improved, though still (in 1901) it is the awkward portion, always needing repairs. The overhanging cliffs are not within sight but on the opposite bank, cliff rises upon cliff, each covered with firs and, above all, mountain peaks of great altitude. After clearing the gorge, the ground becomes more open, crossing the river for the sixth time, and rising up the further bank to a level of two hundred feet above the stream, Sonamarg, the pleasant plain is reached.

Sonamarg is a narrow grassy flat extending some two miles between the hill-side and the river bank ; connected with it is a wider tract at the meeting of the side valley from the South-West. This latter is a beautiful

undulating ground known as Tahjwaz, a succession of dells surrounded by hillocks or mounds, which are sometimes connected more or less into a line, and sometimes isolated. The dells are covered with long thick grass and numerous wild flowers, while the slopes of the hillocks have a growth of silver fir, with sycamore, birch, and other bright green trees beautifully intermingled. Surrounded by forests and great rocky mountains, divided into hollows, in each of which lies a glacier, nature has combined to form in the lovely meadows of Sonamarg, a grandeur and beauty that can hardly be exceeded. Only its great distance from Srinagar has prevented it forming the general retreat from Srinagar in the hot weather. The Resident has occasionally made Sonamarg his head-quarters, and log-huts were erected for visitors and at one time a church. The latter building was destroyed by fire. Drew states that the park-like Tahjwaz Plain is formed by the moraine deposited by a glacier, which had its source at the head of the side valley, which is five or six miles up. The cluster of Goojur huts forming the village of Sonamarg is a couple of miles higher up on the right bank. They are occupied only in summer and, with the exception of a small village, two miles beyond, form the last inhabited spot in the Sind Valley no other village being met with until beyond the Zoji-la in Dras country.

6. Sonamarg to Baltal.—*Distance, 9 miles.*

Above Sonamarg the road recrosses the Sind for last time. This march is a charming one, running through meadows and patches of forest. On the North side the hills are covered with grass only; on the South they are partly clothed by tracts of forest. At Baltal, the main stream of the Sind River turns off almost at right angles towards the South, a smaller steep stream comes down from the N.-E., while in front rises a precipitous rocky mountain. The plain is bare here, but some of the lower slopes are

covered with birch and firs. At Bajtal, where is a poor rest-house, a few huts have been built by Government for dák runners, who keep up communication with Leh during the winter. A track leads up the valley of the main stream to the cave of Amarnath mentioned in Chapter XIII. This route is rendered impassable during the summer months by the rising of the river waters. It is open early in the season, and for so long only as the Sind River is bridged with snow.

7. Through the Zoji-la to Dras (two marches).—

*Distance, 27 miles 6 furlongs; Matayan, 15 miles;
Dras, 12 miles 6 furlongs.*

The road to the pass follows the valley of the smaller stream that comes down from the North of East, which after a short distance, is found issuing from a narrow steep-sided ravine, which has a considerable fall. This ravine leads direct to the pass. It can only, however, be traversed in the winter, and when the gorge is filled with snow, or, in the spring when water finds its way beneath the snow-bed, which is still firm enough to support the travellers' steps. The passage of the Zoji-la in early spring is a difficult matter, and may occupy the sportsman from gray dawn to after sunset; a good deal depending on the state of the snow. About the beginning of June, the snow-bed breaks up, and the ravine is no longer passable. The path then zig-zags up the hill sides in the left, and, after a rise of more than 2,000 feet from Baltal, it again meets the stream above that straightened part of its course.

The Zoji-la (Thibetan) Zoji-bul (Kashmiri) is a pass 11,300 above the sea-level. Its important characteristic is the great rise to this level from the Kashmir side, and the but very slight fall on the Ladak side; indeed, the change of slope is hardly perceptible to the eye. Reaching the summit, the traveller will find himself in a narrow level grassy valley not much more than a quarter of a mile in width, and the floor of which

descends with so gradual an incline, that in 20 miles only a descent of 1,000 feet is made. The mountains bounding it are rugged and rocky ; the peaks immediately seen are 2,000 to 3,000 feet above the valley, but the ridges, of which they are the ends, continuing back reach to 5,000 and 6,000 feet above it, or 16,000 and 17,000 feet above the sea. By this pass one rises into the high level country of Baltistan* where the valley bottoms are at levels from 10,000 feet upwards. The rise to its summit brings the visitor above the level of fir trees, but when the same level is reached on the other side, these fir trees do not again appear. Instead bush-like trees of birch grow here and there on the lower part of the slopes. These and the grass that covers both the slopes and the valley bottoms continue for some miles, and on the more open valley in which Dras lies is approached, one sees especially the difference between this barren country and the fertile valley left behind. Beyond the pass is Machihœ. Here is a good rest-house. There is a small newly-founded village four miles this side of Matayan.

8. Matayan to Dras.—*Distance, 12 miles 6 furlongs.*

After a gradual descent of a few miles to Pan Dras, the valley contracts and turns sharply to the right ; the road crossing to the left bank, which it follows till the low ridges opening out reveal the open plain of Dras. This valley is an opening in the hills, which leaves a space nearly flat, about five or six miles long and two wide. The hills enclosing it are bare of vegetation, brown barren expanses of rock, stone, and furrowed rock, loosened stones. On the South side of the valley, there is first a low ridge, and then above that tower great precipices of limestone rock. This bareness of the country is caused by the absence of moisture in the

* Baltistan extends to Huriiskool, a few miles beyond Kharbu.

air, and of any but the slightest rainfall. The mountain range just passed through intercepts the moisture, whose source is the sea and shelters this country from periodical rains to such an extent, that the hill-sides are not only bare of trees, but of grass as well, free from forest and without herbage. This somewhat lengthened description gives the physical character of the country the traveller will meet with as far as Leh as well as beyond it. Not only is the contrast great between the forest-clad hill-sides of Kashmir, and the arid bare stony side of the Thibetan land about to be explored, but the feel of the air is different. Here, in Baltistan, is a clear light blue sky, bright sun, and brisk keen air. It is a climate made of extremes, in that the sun's rays are more powerful, being less weakened in travelling the attenuated atmosphere, so powerful as to quickly heat the rocky ground exposed to them; while, from its rarity, the air both receives less heat from the sun's rays, and in the evening allows of a quick radiation from the dry heated ground, so that cold nights suddenly succeed to days that have been felt very hot by those exposed to the sun.

Dras consists of numerous hamlets scattered about the Dras plain. Here nothing is grown without irrigation. The villages are bare of trees. Only at one or two places a few willows and poplars are seen. The route leads down the narrow winding valley of the Dras River between hills of bare ugly rock. The Dras River enters the valley by a gorge, and leaves it in a similar way. The bridge across the river, two miles short of the camping ground at Dras, marks the death of an Englishman, Mr. Cowie, who, in 1865, while riding across the usual log bridge at this spot, was thrown into the water and drowned. As a general rule for safety, the rider should dismount and lead his pony over these shaky bridges beneath which the torrent thunders by. Two Englishmen, I believe, have lost their lives in this way in Kashmir. After passing the Sikh Fort, a serai and

small plantation of poplars is reached. A short distance ahead of the old serai is a new Dâk Bungalow built by Major Chenevix Trench, B. J. C., in 1899. Beyond there is a little assemblage of flat-roofed houses, forming the village where a few supplies may be obtained.*

9. Dras to Kharbu.—*Distance, 20 miles 2 furlongs.*

The road continues down the open valley, for four or five miles, over stony ground. Few villages are passed, and even those one goes near are not always visible from the path, for some are situated hundreds of feet above on plateaux. On leaving Dras two curious stone pillars, standing nearly six feet high, are passed. They are of irregular form, carved on three sides, and represent apparently a male and female figure, each surrounded by three lesser figures. At Dinduthang the valley contracts to a narrow gorge and turns up N.-N.-E.

At Tashgam the road crosses the river by a good bridge built in 1889. The passage round the rock to regain the road, though very good, is narrow, and awkward from its position on the brink of a precipice, at the foot of which dashes the foaming torrent. Below Tashgam a granite country is entered; the mountains rise on both sides to a great height. For the next two hours the path follows the river course, here very narrow and rockbound; when after crossing some rough ground, it rises to a small flat on which stands Kharbu. There is a new rest-house and a good camping ground. The village is on the plateau behind. The mountains, though at first glance they show no trace of herbage,

* Colonel Ward gives a route, Dras to Sooroo, via the Umba-Mi;—
Miles.

1. Dras to Prangwarian ... 8 Ascent, cross a pass.
2. Prangwarian to Sonkho ... 10 Cross second pass, descend to Sooroo Valley.

3. Sonkho to Sooroo ... 16

The distances are approximate. It is a cobbie road.

yet do bear a little. Along part of this road, two or three kinds of bush occur pretty frequently ; there is the pencil cedar (*Juniperus Excelsa*), and another bush called locally Umbu. There are also currant bushes, and a number of red rose trees. All these are on the lower slopes, among dry stones, flourishing where no grass exist.

10. **Kharbu to Kargil.**—*Distance, 15 miles . . . 4 furlongs.*

About 2 miles beyond Kharbu, the clear blue waters of the Shingo tributary join the Dras River. Chanegund is passed at 8 miles. Opposite Chanegund is Karkitchu, whence starts the Shigar Shingo route to Skardu.

Between Chanegund and Kargil the Suru joins the Dras River, which continues on N.-N.-W. to the Indus. The road, now in good order, leads along the face of precipices, and then over sandy tracks, where, neither cultivation nor habitation, is seen. Turning a corner to the right, the Suru River Valley is followed. After six miles, the collection of villages bearing the name of Kargil is reached. As far as Kargil the granitic hills have continued bare, rocky, and lofty. Now, on the East, appear lower hills, of a softer material, alternating beds of clay and sand-stone. The villages are 8,900 feet above the sea-level. Here, is less snowfall in winter, while a greater force of sun and warmth in summer helps on vegetation. Wheat and barley flourish, and the mulberry, apricot, as well as willows and poplars are of better growth than before. In the season, these fields are richly carpeted with heavy eared crops and crowded with fruit trees, the bright greenness of whose leaves delights the traveller, whose eye, for many miles, has wearied under the sameness of gazing at nothing but rock and loosened stones ; and the shade of whose boughs, as one lies by the stream that ripples beneath them after the trying glare that one is exposed to on a summer's

day's march, amongst these bare mountains, is itself a reward for the exposure to it.

Kargil is the capital of the district called Párig ; there is a good rest-house, and P. O. and T. O. A new road has been built, with a suspension bridge about two miles above the old bridge. It lies just below the junction of the Wakka and Suru Rivers.

The fort commands the road at the junction of the rivets, and is situated on the left bank of the Suru River, which rushes past in ceaseless din.

**11 Kargil, 8,787', to Mulbek, 10,290'.—Distance,
23 miles 4 furlongs.**

Although the river Indus is 12 or 13 miles away, the only course is to avoid it, and to keep in the valleys of certain tributary streams whose direction lies well on the line of the road. Leaving Kargil, the new road, on the left bank, crosses the stream two miles above by a suspension bridge* completed in January 1902 ; then rising out of the hollow is continued over a stony alluvial plain bare of vegetation

* The first European to cross this bridge was Dr. Sven Hedin, the famous Swedish explorer, who arrived at Kargil on the evening of January 5th, 1902, after an absence of 2½ years in the wilds of Central Asia.

A Shikar path leads to Tilail :—

Dras to Bhutkolan	...	... 16 miles.
Bhutkolan to Camp	...	... 16 " for pass.
Camp to Gujrund	...	... 17 "

This follows up the Mushki River and eventually reaches Gujrund, *sud* Abduthun.

Ward gives a third detour to Karkitchu, as follows :—

- 1. Dras to Sumdoo Ancient short stage.
- 2. Sumdoo to Gulteri A Dard Village.
- 3. Gulteri to Chota Shigar Cross rope bridge.
- 4. Chota Shigar to Karkitchu On the Shanda Road.

These routes are mentioned, as from all red ascent from Dras bagged.

The route to Tilail is said to be very difficult. But for one wishing to reach that valley from Dras, it would prove quite

known as Thāngskam (Thāng = plain, Skampo = dry) occupying the angle between two rivers. This plateau is now partly irrigated, and it is hoped in a few years will be the site of a flourishing village. Beyond the plateau, the path descends to Faskyum, a large village watered by cuts from the Wakka stream, which are bordered by willows and poplars, a pleasing picture of prosperity amidst the bare rocks around.

Nearly a thousand feet above the village are the remains of a fort held by a Rajah tributary to Ladak. The valley now closes in for twelve miles. From where this narrowing occurs, as far as Lot um, a village of 34 to 40 houses, the path overlooks the river, now running between dark rocky hills. From Lot.um onwards the road follows the Wakka stream, crossed by bridges in six or seven places, through a contracted tortuous wild defile of bare rocks. At 18 miles, the defile opens out into a valley, in which stands Shargol.

Shargol is the first village where there is a Buddhist monastery. It is small, with but two Lamas, who are also attached to the one at Mulbek, 3½ miles further on. This monastery is built completely in the rock, and is reached by a natural cavity on the face of the stone. Here also are a series of tomb like buildings, without entrances and adorned on all sides by most hideous effigies, some men, others women rudely executed in coloured mud. The traveller has now reached the country of the Buddhists, but not completely so, for some way further a mixture of Mahomedan Baltis still exists. This, therefore, seems a suitable place to mention briefly the objects of Buddhist interest met with on the road, as well as to describe the somewhat curious customs of the inhabitants.

Monasteries are the most curious and interesting institutions of the country. Nearly every village in Ladak has one. In the monasteries dwell the Lamas, monks, and also nuns. Some hold only a few, some

40 to 80. These monasteries hold lands at very easy rates, and this is their source of income. Nearly all are situated in high places difficult of access. At the entrance to a monastery are fixed prayer cylinders. They are cylinders with a vertical axis, turning on a pivot and furnished inside with a paper on which texts or mystic words are written. To make them revolve is considered an act of devotion. Some of these prayer cylinders are kept in continual motion by water power; inside the monastery is the image room, where prayers and sacrifices are offered accompanied by music. In each large monastery are two head Lamas; one, the leader in spiritual matters; the other, Chhakdzot, manager in temporal affairs. Bellew describes their religion as a vain repetition of meaningless formula and the degraded worship of images, without discipline of mind or body, which flourishes without a rival amongst a people steeped in the grossest ignorance and most timid superstition.

Besides the monasteries, one is always meeting with the signs of the people's thought for their religion, such as the colossal figures carved in rock at Mulbek. But much more general are the long, thick, built-up stone heaps or walls covered with flat stones bearing a holy inscription. These, called Mani, one sees at every village, and also by the road-side, where there is no habitation or other sign of man. The path divides and goes on both sides of the wall, that the passenger may, going by, always keep the Mani on his right.

Other religious monumental edifices are *Kágánés* and *Churten*, like huge rude *Sarcophagi*. Another custom is to build cairns, called *Hlāto* or God's place, on the surmount of every mountain pass, and crown them with horns of wild sheep, ibex, and other animals, and a few boughs in the centre, to which a flag is fastened with probably a text or holy word on it.

The chief national custom is polyandry. It is the custom for the brothers of one family to have a single

wife in common. The children recognize all as fathers, speaking of the elder and younger father. As many as four, usually three brothers may become, and do become, husbands to the same wife. In addition to this form of polyandry, there is, strange to say, liberty for the woman to choose yet another husband from a different family, a stranger. This only occurs when there are no children, or, when the first husband has no brothers. The effect of this is to keep down the population of a country which contains an extremely small extent of land that can be tilled, and whose isolation of manners, religion, language, as well as geographical isolation, has hindered immigration. On the woman's nature Drew considers polyandry has a bad effect—that, beyond the openness one admires, it makes them overbold, shameless, and causes them to be in a general way coarser than their other circumstances need make them. Divorce too is common, as also the practice of forming temporary marriages with Yarkundi or Kashmiri traders ; for which reason a considerable section of the inhabitants at Leh are half-castes or Arghous.

Leaving Shargol the traveller enters a curious valley, with rocks of concrete standing out like towers and fortifications. On the summits of these again, are airy looking habitations, with red streaks adorning them, and entered by holes in the face of the rock. These have been formerly the abode of Lamas. Three and a half miles ahead is Mulbek. By the road below is a large idol carved in a curious block of massive rock. This idol is a colossal figure about 18 feet high, possessing four arms and hands, the lower left hand holding a vessel. The lower part of the figure is hidden by the building at the base of the rock. This figure stands for Chamba, and, according to Cunningham, dates only from 1620, when Buddhism was restored in the country, after its suppression in the beginning of the century by the Mahomedan ruler of Skardu.

The monastery here is of some size and importance.

**12. Mulbek to Kharbu.—Distance, 14 miles
4 furlongs.**

From Mulbek the road rises to an easy pass, the Námika Lá 13,000 feet (Nam-sky ka-pillar) a depression in soft shaly rock, between mountains of limestone. A gentle descent leads down to a stream that flows direct to the Indus. Turning to the right, this stream, Sangloomah, is followed up, and in a few miles Kharbu, a Buddhist Thibetan village, is reached.

**13. Kharbu, 11890', to Lamayuru, 1520'.—Distance,
15 miles 2 furlongs.**

The road continues up the valley, over a succession of knolls of rock, and, at the fifth mile crosses the river by a spar bridge near the little village of Hiniskool; beyond this the Kangi Valley stream joins the left bank. Keeping eastwards, the path follows the channel of a small stream to a pass very similar to the last, the l'oti La, 13,400 feet. Here is a conspicuous *chorten*. The view from the pass, though extensive, is singularly monotonous. The only object of interest is the monastery of Lámayúrtí, whose picturesque buildings are dimly traceable in the dark shadows at the bottom of the descent in front. A gentle slope of 2,000 feet down a valley that is comparatively open brings the traveller to near the end of his journey. Entering the basin formed by the valley, in which Lámayúrtí is situated, one opens suddenly, by an ascending turn, upon a curious scene, and anything more startlingly picturesque it would be hard to conceive. As the view appears, the first objects presented are a host of little monument-like buildings, which line the path and are dotted about in groups of from three to twelve or fourteen together. They stand about seven feet high, and have been created over defunct Lamas and other saints of the Buddhist religion, after which they became sacred in the eyes of the living, and are referred to with scrapings, bowings, and òm mani padme hóong,

innumerable. The large monastery here is built on the summit of the cliffs, the extreme top edge of a precipice, at its base, some hundred feet below; the habitations which constitute the village are also perched on pinnacles of rock and scattered about. Some portions of the monastery are very curiously built on timbers placed across chasms, or joining pinnacles or ridges of the hardened alluvial ground.

From Shargol onwards the number of stones marked with the Buddhist inscription $\text{ॐ मानि पाद्मि होंग}$, increase considerably. Great numbers are passed in the vicinity of Lamayuru. The explanation given by Knight, regarding these collections of stones, is that at the last day, a certain recording angel, Khurjidal, will pass through the land, and, inspecting these mounds of inscribed stones, will write down the names of all who have contributed, who are thereby certain of future rewards, whilst those who have omitted to do so are equally certain of punishment.

14. Lamayuru to Nurla.—*Distance, 18 miles.*

The path descends, by a precipitous pass, to the bottom of a gully, where it joins a large, clear, blue stream that flows from Wanla. This tortuous valley is extremely narrow, and the path in former days, when portions of the road passed along galleries made in the cliffs, was difficult. Now these wooden galleries have been done away with. The stream has been bridged in more than twenty places, by which the valley of the Indus is reached. The river is spanned by a wooden bridge here, where rocks narrow it up to a width of 60 or 70 feet only. The bridge is commanded by a small fort on the higher bank; indeed, the path to the halting ground, a mile beyond, is led under the covered-way half round the fort. Khalsi is a large village on a plateau about 250 feet above the river.

There is here a long strip of cultivated land watered from a side stream, on which crops and fruit trees grow

well and even luxuriantly, and where walnuts and apricots ripen though at any elevation of 10,000 above the sea. During the summer a telegraph office is opened. There is also a rest-house, and the residence of one of the Moravian missionaries.

A level but stony march leads to Nurla, 6 miles ahead.

15. **Nurla to Saspul.**—*Distance, 14 miles.*

Road crosses several bluffs and projections on the right bank, and four mountain streams. There is only one spot of vegetation passed during the day.

16. **Saspul to Nimu.**—*Distance, 11½ miles.*

For about an hour the road follows much the same ground as the previous march. Bazgo is reached at 8 miles. There is a rest-house and garden here.

Bazgo is a large village. Viewed from the edge of the plateau above, it has a picturesque and strange look, on account of the position of some of its buildings, as the monastery on the towering rock. To many of these tenements, as viewed from below, access seems apparently impossible. From Bazgo on the road traverses a desert stony plain, not much above the level of the Indus, to Nimu, a large village on the inner edge of this plain. A little above and opposite Nimu the river Zanskar joins the left bank of the Indus.

17. **Nimu to Leh.**—*Distance, 18 miles.*

Again a line of hills intervene between the river and the great range. Owing to the steepness of the cliff, the road again leaves the river, and passes over stony plateaus between the outer line of hills and the high mountains. A rise of 1,200 feet in a narrow ravine, cut in alluvial deposits, brings the traveller to a level plateau, and over the same desolate sterile kind of country passed before arriving at Bazgo. For miles nothing green is visible, and the heat and glare are

trying. Up one of the side stony ravines is Umla, but not visible from the road. Thārū, a small collection of eight houses, with some cultivation, is passed further on. Then the last of the plateaus is crossed.* Descending from this, the path leads to a rest-house, planted in a little garden, for the benefit of travellers. Both are close to the village of Phayang. A few miles further on by side of the river is Pitak, the last village this side of Leh. The land at Pitak, 10,500 feet, is irrigated from the Indus itself. Here is an isolated rock, a few hundred feet high, on which all the older buildings of the place are situated. At the summit of one end is the monastery, the residence of Skushook Bakola. There is also a fortification, two towers connected by a double wall that must have made the rock a very strong position. From the summit of this rock, Leh, the capital of Ladakh, is visible. Beyond Pitak, the valley opens out.

Leh is yet five miles distant : a dreary desert of burning sand has to be traversed to reach it. The road turns away from the river beyond Pitak, and leads up to Leh by an ascent of 1,000 feet in five miles, the altitude of the capital being 11,500. The town itself is situated at the apex of a nearly equilateral triangle formed on the hills, where the valleys begin to widen. The sides of its triangle are five miles in length. Rocky hill spurs form the sides, the River Indus the base, Pitak being at one end of the base.

The most conspicuous object in Leh is the palace of the Gialpo, an edifice boldly built up to the height of eight or ten stories, from the shoulder of a spur ; a slight inleaning of the massive walls gives it a look of great strength. Higher up, on the same rocky ridge, are the monastery and the towers of an old fortification. Below, in front of the palace, houses cover the slope. On the flat beneath is the newer part of the town. Entering from the direction of Kashmir through a small gateway, the long, straight, wide bazaar is reached, the houses

being regularly built and uniformly whitewashed. This has been erected since the Dogras took the country. From the further end of the bazaar, the old part of the town is reached by traversing winding narrow passages. On the slope of the hill are a few houses of the higher class. Outside the city are several plantations of willows and poplars, in which are a few houses and a cemetery. The houses are for the British Joint Commissioner, the Moravian Missionaries, and there is also a dâk bungalow.

The monastery at Himis Gonpa, the largest and wealthiest in the country, is only 21 miles from Leh. It contains accommodation for 800 monks and nuns. The journey can be divided into two marches by halting at Shushot, 10 miles, or at Changa, 2 miles short of Hemis. The road is hot and fatiguing;* towards the end, after tramping over a sandy and parched desert, the village, hidden by the formation of the mountains, opens upon the traveller as if by magic, and the welcome vision of trees and rushing water is presented to his gaze at a sharp turn in the road. The monastery is situated in a wooded valley, thickly planted, and having a dashing little torrent foaming through the centre. It is built lower than is usual, the stream touching its base. The wide window spaces, and open galleries, and the decorations of drapery and waving flags make it look quite gay. Close by is a grove of large spreading poplars which must be the oldest in the country. Towering above it is an airy fort ensconced among a number of crow's-nest habitations, perched about more apparently with regard to effect, than comfort. The buildings of this monastery cover a considerable surface.

* There is also a road on right bank crossing a bridge opposite Hemis. This path is less trying in the hot weather.

CHAPTER XIX.*

THE HIGHER VALLEYS OF LADAKH.

RUPSHU CLIMATE—RARITY OF THE AIR—ROUTE LEH TO THE SALT LAKE VALLEY—LAKE TSOMORIRI—KURZOK—TSO KYAGHAR—INDUS VALLEY—DORA—PANGKONG LAKE—PANGKONG TO CHANGCHEMNO VALLEY—PANGKONG TO LEH—LEH TO NUBRA.

THERE are many visitors to Kashmir who simply march to Leh for the benefit of the exercise, as well as to see strange countries, and who do not care for sport. Such travellers, whose time is not limited, before leaving Leh will probably wish to explore other parts of Ladakh, to cross higher passes, or to try the effect of living for a time on ground whose lowest altitude is 13,500 feet above the sea, and to study the many interesting phenomena in the Physical Geography of these regions.

Rupshu or Rukshu is one of these high tracts. It is a district at the South end of Ladakh, lying between the watershed range and the Indus. Before detailing the route to the Salt Lake Valley of Rupshu and the Big Tso moriri Lake, it may be as well to prepare the traveller for what is before him.

Climate.—With an elevation of 14,000 to 15,000 feet, the climate is necessarily extremely severe in point of temperature; it is at the same time of an extreme dryness. The character of the summer climate of Rupshu is warmth of the sun, and constant coldness of the air. At midday the sun's rays are extremely powerful; on the decline of the sun one

* The chapter has been almost entirely compiled from Drew's *Kashmir*.

experiences cold which is intensified by the biting wind that commonly springs up in the afternoon. Water freezes at night even in the height of summer. The snow limit is about 20,000 feet. This curious phenomena is due to the dryness of the air, and to the small amount of snowfall each year, an amount so small that below that level it all becomes melted during the summer. Mountains that rise above 20,000 feet originate glaciers ; there are small ones in the hollows of several such peaks ; but there is no great snowy area.

Vegetation is extremely scant. Cultivation is carried on in the two places only, and to a very small extent. The people depend for food on their flocks. In the whole area of Rupshu, 4,000 square miles in extent, there are but 500 souls. These inhabitants are called *champas* ; (*chang* = North, *pa* = wallah), they are dwellers in tents. They shift their camping ground about four times in the year. Their tents are of black cloth, made from yak or goats' hair. The sheep and goats are very numerous. The former are of a large kind used for carrying loads. The horned cattle are all of the yak species. The yak's duty is that of load-carrier, and the Rupshu people are in this way great carriers. The intermediate position of the country is such, that many travelling merchants pass through it. The tea merchants of Lhása, a shrewd and eager set of men, yearly come this way with their venture of brick tea for Leh. The *champas* of Rupshu weather the intense cold of winter in their tents. The hardiness of these people is an instance of the power of adaptation that the human race possesses. These men consider Leh only to be approached in winter, and Kashmir as a country hot and unhealthy, much in the same way as we, on better grounds, look at the Gold Coast.

Second.—All visitors to Rupshu will at first feel and probably suffer much from the rarity of the air, for the description of which the traveller is referred to Chapter X.

The route to the Salt Lake Valley, Tsomoriri Lake, then to the Indus, Pangkong Lake, and return to Leh via Tankste, will now be given. The traveller can modify his journey as time permits.

1. **Leh to Shushot.**—*Distance, 10 miles.*

The road leads down the plain almost due South to the Indus, which at five miles is crossed by a bridge. The path then follows the left bank to Shushot, a collection of villages.

2. **Shushot to Marshalong.**—*Distance, 11½ miles.*

This march follows up the Indus.

3. **Changa to Upshi.**—*Distance, 12 miles.*

Continuing on at 3½ miles the mouth of the Nullah leading to the Hemis "Gonpa" Monastery is passed. Several small tributaries to the Indus are crossed. Upshi lies on the left bank of one of them.

4. **Upshi to Gya.**—*Distance, 15 miles.*

The road now leaves the Indus, and, turning to the right S.-S.-W., follows the narrow ravine which joins Upshi from the South. Up this, the road continues for many miles, crossing and recrossing the stream and gradually ascending. It is a fair road for this country, having in former years been made fit for the passage of camels proceeding from Yarkund to the Punjab, though not now kept up. The ravine is narrow, bounded by bare slopes of earth and rock composed of shale and sandstone. At 7½ miles Miroo is passed; here a small tributary joins in from the North. Thence to Gya is 7½ miles. Gya is the last village in this direction. Its elevation is 13,500 feet above the sea. It contains about 40 houses, with a proportionately wide area of cultivation. There are fair bungalows at this and other stages of this route. Both at Gya and at

the outlying hamlet, which is some 300 feet higher still, naked barley ripens and nothing else. Peas are grown but only for green food. It is one of the most, but not quite the most elevated of all the villages in the country. At this point houses are left behind, for, at the next inhabited parts we shall come to, tents are the only dwellings.

5. Gya to Debring.—*Distance, 12 miles.*

(Encamping ground) In this march the Taglung Pass is crossed 17,500 feet elevation. The road follows up the same valley for 14 miles to the pass. The slope increases gradually, but even at the end is not steep. A smooth neck of ground makes the pass, and the hills are themselves rounded. From the summit of the pass the view obtained will give some insight into Rupshu. Beneath there is a pretty slope of near 1,500 feet, and then a flat valley extending to the S.-E. and widening, thus showing far off, 20 miles distant, the blue waters of one of the lakes to be visited, the 'White Lake' Tso-Kar. The flat bottom of the valley is bounded by smooth naked hills. It is such valleys as this, varying from a mile, to nearly, though rarely, six miles in width, and enclosed by mountains rising sometimes 2,000 and sometimes as much as 5,000 feet above them that make what are called the uplands, and sometimes the table-lands, of Rupshu. From the pass to the camping ground is six miles.

6. Debring to Thugjl.—*Distance, 20 miles, Encamping ground.*

This march leads into the Salt Lake Valley. At five miles, the mouth of the Zarra Valley is passed. After another five miles a path diverts to the right, almost due South of the Rukshin Valley to Samkiel, 25 miles distant. This route continues on over the Lachlong Pass, 16,600, to Palampur in the Panjab, which is 51

marches from Sumdo, the camping ground on the Punjab side of the pass, or 233 miles. *Vide Route 2.*

Going on beyond Kukahen, at 14 miles, Pongo Nagu is reached, close to which are springs, whence the road crosses the plain to the marked halting stage Thugji. The traveller is now in the centre of the Salt Lake Valley, on the borders of the Tsoke Chamo Lake.

This Salt Lake Valley is one of the widest openings in Rupshu. Its length N.-N.-W. and S.-S. W. is 13 miles. Its greatest width is five miles; its elevation, 14,900 ft. It is surrounded by hills, while a considerable portion of its surface is occupied by two lakes, one of them, Panbuk, about one square mile, which has fresh water, the other, Tos Kar, 7 square miles, which has salt water.

At one time, this lake must have had an area of something like 60 or 70 square miles. This is proved by the marginal tide marks, at various levels, above the present plain and lake. Drew, levelling with a clinometer, found the highest marks to be 350 feet above the fresh water lake, which is three or four feet above the level of the Salt Lake. Between the two lakes is a plain some four miles across, of sand and shingle, with flat stones of mica-schist scattered over it.

The fresh water lake is partly or chiefly supplied by springs. Its waters are slightly brackish, but can be drunk by cattle and man. Its greatest depth is $10\frac{1}{2}$ feet in the very middle. Its water flows into and makes the chief supply of the Salt Lake.

The Salt Lake is shallow. At the Eastern end there is 30 feet of water, in other parts six feet, while over a great space at the Western end is only one foot of water. On its Northern shore are a series of small lagoons, separated from the main water by a bank of shingle and clay. Here impure salt is deposited which is removed by the chamaras. Owing to an admixture of Magnesian salts, the taste is bitter, and its use is apt to produce an itchiness of the skin; it is consumed all over Ladakh and is carried as far as Kashmir.

Thugji to Tsomoriri Lake.—*Distance, 47 miles.*

Thugji to Sulphur Mines, Puga.—*Distance,
25 miles.*

The path leaves the salt plain at the S.-E. corner. The road turns off nearly due East and leads up a narrow valley by an easy ascent to the Polokonka Pass, 16,300 feet above the sea, and distant 15 miles. This side of the pass is a halting ground marked as Núpimsum. Beyond the pass the Puga Valley is entered, at the East end of which sulphur and borax are dug. From the Polokonka Pass, according to the survey map, a road leads direct to Karzok on the Tsomoriri Lake, distant 25 miles, passing at six miles an encamping ground on the banks of a small stream marked as Napka Goading. The distance to this spot from Thugji is about 18 miles.

From Napka Goading to Karzok, on the shores of Tsomoriri, is 16 miles. From the sulphur mines at the head of the Puga Valley is 18 miles.

Puga Sulphur Mines to Karzok.—*Distance,
22 miles.*

At 10 miles the little lake Tso Kyagbar is passed on the left. Thence to the Northern shore of the lake is 8 miles. Karzok is five miles from the head of the lake on the right bank going southwards. This march should be divided at a camping ground North of the small lake.

Tsomoriri (Tsho is the Thibetan word for lake) is a fine mountain bound expanse of water, 15 miles in length and 3 to 5 miles in width, at an elevation of 14,900 feet above the sea. At a little distance from the shore the water is clear and blue. It is slightly brackish and unfit for human consumption, but is drunk by yaks and horses. In the winter time it freezes and cattle can pass over it. Its greatest depth is not in the middle but towards the Eastern shore 248 feet. Its average

depth is considerably over 100 feet. Near midway, on the western shore, is an island 100 yards by 60 yards. It is of gneiss rock rising only 9 or 10 feet above the water. This little spot is a great resort of the gull, which here lays its eggs. The Champas state they find the eggs there just before the ice breaks up, after which they have no means of reaching the island. The young are hatched near the middle of July.

For man and his followings the banks of Tsomogiri are inhospitable. Karzok, the head-quarters of Rupshu, is situated near the shore of the lake. Here is a house and a monastery. The house belongs to the chief man of the district. The monastery is for 35 Lamas; the building of this place, under the difficult surrounding circumstances, whither every bit of wood had to be carried from afar, and the keeping it up is creditable to the Rupshu people. There are besides some eight or ten hovels. The summer camping ground is a few miles up the side valley.

Karzok is one of the two or three places in Rupshu where there is cultivation. Naked barley is sown here. Close upon 15,000 feet, it is probably the highest cultivation known. The land is irrigated from the stream of the side valley.

Tso Kyagbar, mentioned in the last march, is a small lake, two miles long and one mile wide. Its greatest depth at the Southern end is 67 feet. In the centre it is 48 feet. The water, though brackish, is drunk by animals. The colour, even at the deepest, is green not blue. A spring of water rises on the west side.

From Karzok, a path runs down the west shore of the lake to Kiangdun at the south end, distance 15 miles, where is an encamping ground, and thence onwards, through Dankar in Spiti and Wangtu, to Simla.

From Tsomoriri, the traveller can proceed back to the Puga Valley; then follow it up to its junction with the Indus, which is reached just above the narrow defile or gorge which confines the Indus above Upshi.

At Maiya, the Indus Valley is open again. The river flows in a wide smooth stream, with a depth that just makes it fordable. There is no house or shelter of any sort at Maiya; only a sandy little flat by the edge of the river with no wood and no grass. Still it is a common halting place.

From Maiya to a place marked Dora on the Indus, is four marches. The road follows the right bank over stony sandy ground, with a little grass here and there. After several miles over stony tracts, some small villages are met with, which are the highest in the Indus Valley. The villages are three : Nidur on the left bank, 3 houses ; Nimu 12 and Mad 10 houses, on the right bank. Nimu, 12 miles from Maiya, is 14,000 feet above the sea. It shows a tract of bright green at the edge of a great stony expanse. Naked barley and peas are sown here, but only the former ripens. Of trees, there are a few willows of great age. At Nimu little snow falls, and that only remains a short time. The inhabitants are not Champas, but are nearer the Ladakhis in both look and language. The village of Mad is in the next ravine to the east.

Eight miles beyond Mad the River Hanle joins the left bank of the Indus. Hanle itself is 30 miles up the valley. Its elevation is 14,260. Here is a monastery built on a rocky spur, some hundreds of feet above the plain. Beyond Mad, the valley of the Indus widens to a plain some four miles across, partly covered with pasture, about where the river flows through it. This extends to where the river makes a sudden turn to the N.-E. (Here a path leads N.-N.-W. over the Tsaka Pass to the Pangkong Lake.)

Following up the Indus, beyond a second bend of the river, a level plain is entered, about 2 miles wide. This is the most important pasture land in Rupshu. Twenty miles thence is Dora, where the Champas of Rupshu spend the winter. Here are built some low walled spaces for sheltering cattle at night. There are

also many hollows dug in the ground for tents to be pitched on them. Hardly any snow falls here, and this is why the place has been chosen for winter quarters. Close by is a shallow lake in the alluvium, three-quarters of a mile long, of clear fresh water. The Chang Pass, 16 miles beyond Dora, is the boundary practically separating Chinese Thibet from Kashmir. The Thibetan hare is found at Dora, Nimu, and towards the Tsaka Pass. Thibetan antelope is found in the neighbourhood, as well as numbers of the kyang or wild horse.

From the Indus to the Pangkong Lake.

From the first bend of the Indus before mentioned, a path leads N.-N.-W., having the Sajum Station 20,000 feet on the right to the Tsaka Pass, by a gentle ascent of only 1,200 feet. From Mad to the Pass is about 22 miles. The Tsaka Pass divides the Upper Indus Valley from the Pangkong drainage basin; over it lies the road to the great Lake.

From its summit is an easy descent into a gradually sloping valley, which in less than 30 miles leads past the village of Chushal to the shores of the Pangkong Lake.

The stages may be reckoned as follows :—

1. Maiya to Nimu ... 12 miles.
2. Nimu to Bend of Indus ... 16 " where stream joins from Tsaka Pass.
- 3 & 4. Bend of Indus to Chushal 32 " must be divided.
5. Chushal to Takkung on Lake 8 "

The series of lakes forming Pangkong occupy a length of valley of 90 miles or more. Pangkong Lake, the greater part of which lies in Kashmir territory, is 40 miles in length and 2 to 4 in breadth. Its height is 13,930 feet above the sea. Takkung is opposite, nearly the centre of the distance. What strikes the eye is the lovely colour of its waters, specially towards evening,

when it is of the richest deep Sapphire blue over the whole expanse. On the Eastern part of both sides, high mountains bound the lake, whose bold spurs jut out in succession, and at last meeting close on the view; but the hills are bare. It is but this absence of vegetation, this want of varied hues which are the great charm of the best scenery that prevents Pangkong from being ranked for beauty with Lucerne or Killarney. Assuredly for grandeur of aspect, for combination of fine-formed mountains with the stretch of waters and for colour of the clear blue sky contrasting with the mountains, neither surpasses it; and indeed under some aspects, it is difficult to persuade oneself that it is not as beautiful as it can be. The water is salt, with a slightly bitter taste and undrinkable.

Considered as a dwelling place, Pangkong is a shade or two better than Tsomoriri. Along its western shore are a few villages, whose inhabitants cultivate naked barley and peas. From Takkung, going N.-W., the inhabited places met with are: Karkfe, three houses; Mirak, a fair village; Mau, six houses; Spanmik, one or two; and Lukung, two or three miles from the N.-W. corner, a few houses. On the Northern shore are no houses, but tent-dwellers frequent certain spots.

From Lukung lies the road to Changchenmo, a valley more than 70 miles long, running East and West tributary to the Shyok.

The stages are:—

1. Lukung to Chagra.—*Distance, 7 miles.*

Road follows Lukung stream, and passes over a tract three miles long, covered with irregular moulds of detritus, the moraine deposit of a glacier that once occupied the valley. At five miles Phobring, the last village in this direction, is passed. It is 14,500 above the sea, and only occupied in summer for the sake of the cultivation of some naked barley. Chagri is one of the temporary camping grounds of the Chaspas.

2. **Chagra to foot of Pass.**—*Distance, 7 miles.*

3. **Foot of Pass to Rimdi Gunlay.**—*Distance,
13 miles.*

Cross Marsemik Lá Pass 18,200 feet.

4. **Rimdi Gunlay to Painzal or Tsolu.**—*Distance,
12 miles.*

From Chagra the road follows an easterly branch and rises gradually to the pass about 10 miles distant. Beyond the pass the road follows a stony valley similar to the one just left.

Opposite Painzal, on the North side of the river, is a bold line of mountains 5,000 to 6,000 feet above the plain, rocky on face, rising to a rugged ridge. Twelve miles up the valley is Kyam, where some hot springs come out, and there is a spread of grass and brush-wood.

Nearly opposite Kyam a valley branches off to the North and leads up to the great plateaus of Lingzithang. A few miles up is Gogra, where a rest-house has been built. A little fuel and pasture is found here. Above Gogra the valley divides into a westerly branch Kugrang and Chonglung N.-E. Up Chonglung continues the Western route to Yarkhand.

Pangkong to Leh.—8 Marches.

From the Northern side of the Lake to Tanktoey, an important village, is 23 miles. The distance may be nearly halved by halting at Muglib. About three miles beyond Muglib, the valley suddenly bends at right angles to the S.-W., and crosses the line of a ridge making a great, though narrow gorge, through thick gneiss rock. Five miles beyond this, the valley again bends to the N.-W., and leads down to the village of Tanktoey.

Tanktoey, a small village, contains a Government Store House, and is the head-quarters of the Kardar or Manager under the Governor of Ladakh.

1. **Lukung to Muglib.**—*Distance, 12 miles.*
2. **Muglib to Tanktoey.**—*Distance, 11 miles.*
3. **Tanktoey to Durgo.**—*Distance, 7 miles.*

At Durgo a track from the Shyok Valley, *via* Tayar over the Nobbok La joins in. A direct path also leads to the Shyok River, 7 miles. The latter is passable only from November to May.

4. **Durgo to Tsultak.**—*Distance, 14 miles.*

From Durgo, the path continues almost due west passing round two spurs, then crossing one, leads down into the Changla Valley, and across it, to the halting ground. The Tanktoey Survey Station, passed on the left, is 20,000 feet above the sea.

5. **Tsultak to Zingrul.**—*Distance, 13 miles.*

In this march the Changla, 18,000 feet, is crossed. From this pass the road leads again to the watershed of the Indus.

6. **Zingrul to Chimay.**—*Distance, 11 miles.*

At Chimay there is a monastery on the right bank of the stream.

7. **Chimay to Tikzay.**—*Distance, 20 miles.*

After five miles the Indus is reached. The road then turns N.-N.-W., and follows the right bank of the river.

8. **Tikzay to Leh.**—*Distance, 13 miles.*

Continuing down the Indus, passing numerous villages, at seven miles, the path leaves the river by the bridge and ascends to Leh, 6 miles distance.

The following summary may be of use to the traveller :—

1. Leh to the Salt Lake Valley <i>Thugri</i>	... 6 marches.
2. Leh to the Tsomoriri	... 10 ditto.
3. Tsomoriri to Dora on the Indus	... 7 ditto.
4. Maiya on Indus to Lukung, head of Pangkong Lake	... 7 ditto.
5. Lukung to Kyam and Gagra Changchhenmo River and Valley	... 5 ditto.
6. Lukung back to Leh	... 8 ditto.

Or Leh, *via* Gya, Tsomoriri, Dora, Pangkong Lake, Changchhenmo and back by Pangkong Lake to Leh = 46 marches as follows :—

Leh, <i>via</i> Tsomoriri to Dora	17 marches.
Dora back to Maiya	4 ditto.
Maiya to Lukung, Pangkong Lake	7 ditto.
Lukung to Kyam, Changchhenmo	5 ditto.
Kyam to Lukung	5 ditto.
Lukung to Leh	8 ditto.

Total 46

The short route, Leh to Nubra on the banks of the Shyok River, yet remains.

From Leh, a direct road leads North up along the stream, whose waters irrigate the lands about the town, to the Kardong Pass, 17,500 feet above the sea-level, and 6,000 feet above Leh.

The first march is generally a few miles out, either at the last hamlet, or further up the uninhabited part of the valley.

The Khardong Lah (Khar = snow, dong = face), a glacier Pass on the Nubra side, is crossed during the second march. The path is in places difficult for laden ponies, and yaks are generally used on the North of the Pass ; the road crosses a bed of ice, which lies on the slope, and leads down a steep descent of some 1,600 feet to a small lake enclosed by a stony barrier. Thence an easy but long descent leads for many miles down a valley between

spurs from the main ridge. Several small lakes are passed at different levels. Further down some grazing grounds in the valley bottom are reached, then some outlying hamlets, and then a large village named Khardong, about 27 miles from Leh.

Khardong is bounded in one direction by cliffs, several hundred feet high, composed of alluvial matter. The onward path to the Shyok River, about 12 miles distance, leads down to the stream at the foot of these cliffs, where is a strip of brushwood jungle. From this narrow passage the larger valley of the Shyok River is entered.

By crossing the river and following up its right bank for a few days' march, the centre of the Nubra District is arrived at.

The ordinary routes to and in Ladak, its higher valleys and lakes have been detailed sufficiently to assist the traveller having time at his command to explore them. The country described in this chapter includes most places where the game peculiar to Ladakh is found; the Ovis Amon, Burchel, Thibetan antelope.

CHAPTER XX.

ROUTES IN LADAK.

ROUTE 1. Leh to Simla *via* Kulu.
" 2. Leh to Simla *via* Spiti
" 3. Leh to Ghár on the Indus : Chinese Thibet.
" 4. Leh to Gogra (Changchhenmo).
" 5. Tángtsey to Shushol (Chhooshol) and Mahi
" 6. Tángtsey to Shushol *via* Pangkong Lake.
" 7. Leh to Hánley *via* Pooga (summer route).
" 8. Hánley to Demjok
" 9. Leh to Hánley (winter route).
" 10. Leh to Varkhand (summer route) *via* Sasseer Pass.
" 11. Leh to Varkhand (winter route) *via* the Shaiok Route.
" 12. Leh to Varkhand *via* Changchhenmo.
" 13. Srinagar to Leh *via* Dras.
" 14. Srinagar to Leh *via* Sooroo.

THE routes quoted in this Chapter have been copied *in extenso*, from "Western Tibet" (1890) by Captain A. Ramsay, Political-Agent and British Joint-Commissioner in Ladak. Up to the limits of the Ladak Frontier all were chain measured in 1889.

They are therefore more accurate than the routes mentioned in Chapters XVIII and XIX, which give Drew's measurements.

ROUTES IN LADAKH.

Route No. 1.

Leh to Simla via Kulu, 35 marches, 428 miles (chain measured in 1889 as far as Ladak Frontier).

Marches	Intermediate distances		Total	REMARKS.
	Miles.	Yds.		
1. Leh to Shushot, <i>viz.</i> , to— Chuglamistr Bridge	4	575		Small rest-house. No supplies
Gulab Bāgh. Shushot	4	1,333	9 148	Rest house. Supplies obtainable.
2. Shushot to Mār- chālong to— Tagna Monas- tery	3	927		
Changa Garden	6	979		
Mārchalong	1	144	11 1,290	Rest-house. Supplies obtainable.
3. Mārchalong to Oopshi— Eegoo Bridge	3	1,220		
Oopshi	5	180	8 1,400	Rest-house. Supplies obtainable, but no chickens or eggs
Carried over ...	...		29 1,078	

Route No. 1.— Contd.

Leh to Simla via Kulu, 35 marches, 428 miles (chain measured in 1889 as far as Ladak Frontier.)—Contd.

Marches.	Interme- diate dis- tances.	Total.	REMARKS.
		Miles. Yds. Miles. Yds.	
Brought forward		20 1,078	
4. Oopshi to Gya— Meeroo village	7 1,480		Small village. No rest-house or camp- ing-ground. Sup- plies scarce.
Gya	7 1,200	15 920	Rest-house. Sup- plies except chick- ens and eggs and flour, obtainable. All supplies required between Gya and Lahaul should be obtained here, as beyond this only milk, butter and sheep are obtainable.
5. Gya to Debring Crest of Taga- lang Pass	12 1,484		Easy Pass; about 17,000 feet.
Debring Camp	3 1,473	16 1,197	In the Roopshoo pla- teau; about 15,300 feet high.
6. Debring to Rukchen	12 116		Height of camping ground, 15,000 feet.
Carried over ...		44 473	

Route No. 1.—Contd

Leh to Simla via Kulu, 35 marches, 428 miles (chain measured in 1889 as far as Ladak Frontier.)—Contd.

Marches	Interme- diate dis- tances.		Total		REMARKS.
	Miles	Yds	Miles	Yds	
Brought forward...	.	.	44	473	
7. Rukchen to Kiángchhoo— Moreytso	7	464			Small pond at side of road.
Kiángchhoo Camp ..	6	1,673	14	377	Small stream here from the hills just behind.
8. Kiángchhoo to Sumdo— Sumkiel ...	4	540			Here cross the Samgal or Konglikok stream.
Kánghlázhai .	4	493			Waterfall with short zigzag rise.
Crest of Láchá-lung Pass ...	7	865			Height 16,630 feet. Easy Pass on both sides.
9. Sumdo Camp	1	540	17	678	Near top of the Pass.
Sumdo to Lingti— Charghot jukta	7	1,496			At base of hill on right bank of Tsarap river.
Tsarap camping ground	6	423			On right bank of Tsarap river.
Ladák-Láhaul Frontier ...	0	1,367	14	1,526	
Carried over ...			120	612	

Route No. 1.—Concl.

Leh to Simla via Kulu, 35 marches, 428 miles (chain measured in 1889 as far as Ladak Frontier.)—Concl.

Marches.	Intermediate distances.		Total.		REMARKS.
	Miles.	Yds.	Miles.	Yds.	
Brought forward.			120	612	
10. Kailang	11	0	
11. Zingzingbár	17	0	Cross Bárálácha Pass, 16,200 feet.
12. Pátiao	..		9	0	
13. Márchhoo	..		9	0	
14. Kulang			10	0	
15. Kailang	13	0	
16. Gandia	12	0	
17. Sisoo	..		10	0	
18. Kóksir	..		11	0	
19. Ráhla	..		16	0	Cross Rótang Pass.
20. Pulchun	12	0	
21. Jagat Sak	10	0	
22. Nagar	8	0	
23. Sultanpur	14	0	Capital of Kulu
35. Simla	146	0	
TOTAL.	428	612	

NOTE.—There is an alternative route between Márchhóng and Gya over the Shang Pass (called by Tibetans "Giadehookiok" or the "eighty twist"), but it is not recommended. The marches are—

Intermediate TOTAL.
distances.

Miles. Yds. Miles. Yds.

Márchhóng to Meeroo ...	7	1,050	Cross Shang Pass;
Meeroo to Gya	7	1,200	ascent very steep
			and bad.
			<u>15</u> 490

Route No. 2.

Leh to Simla via Spiti, 35 marches, 426 miles (chain measured in 1889 as far as the Ladak Frontier).

Marches.	Intermediate distances Miles. Yds., Miles. Yds.	Total.	REMARKS.
5. Leh to Deling Camp	59 1,365		<i>Vide Route No. 1.</i>
6. Deling to Thungzhey	14 0		Camp on bank Tso-kar Lake.
7. Thungzhey to Camp	10 1,133		At western base of the Pôlokonka Pass.
8. Camp to Pooga— To crest of Pô lökönka Pass.	2 1,080		Height 16,300 feet.
To Pooga fresh water spring	8 347		
To Pooga borax store-house	0 1,713	11 1,380	Sulphur mines and hot springs.
9. Pooga to Karzok	17 0		Monastery at north-west end of Tsomô-reeri Lake
10. Karzok to Kiangdum	13 0		Camp at south-east end of the Tsomô-reeri Lake
Carried over ...	126 358		

Route No. 2.—Contd.

Leh to Simla via Spiti, 35 marches, 426 miles
*(chain measured in 1889 as far as the Ladak
Frontier.)* - Contd.

Marches.	Interme- diate dis- tances.	Total.		REMARKS
		Miles.	Yds.	
Brought forward	126	358	
11. Kiungdum to Narboo Sumdo	..	11	0	Camp on right bank of Para River on the Ladak-Spiti Frontier.
TOTAL IN LADAK		137	358	
17. Narboo Sumdo to Dankar	87	0	The capital of Spiti.
24. Dankar to Wangtoo	81	0	
35. Wangtoo to Simla	121	0	
TOTAL	...	426	358	

NOTE.—Between Pooga and Simla I have accepted Drew's distances.
There is an alternative route to Thugzhey, 172.

	Miles.	Yds.
Debrig to Rukchen	12	416
Rukchen to Thugzhey	9	200

Route No. 3.

**Leh to Chor via Pooga and Damjok, 21 marches,
240 miles (chain measured in 1889 as far as the
Ladak Frontier).**

Marches.	Interme- di ate dis- tances	Total.		REMARKS.
		Miles.	Yds.	
8. Leh to Pooga	.	99	358	See Route No. 2.
9. Pooga to Máyeh— Pooga Garden...	2 1,754			
Namshang-láto	3 1,187			On Koopshoo - Nee- ma Frontier.
Máyeh (Máhi) .	6 417	12	1,598	No village; camp on right bank of Indus. Fuel and grass ob- tainable.
10. Máyeh to Neema— Chhooskor-i- nágha ...	2 513			On Máyeh - Neema Frontier.
Neema ...	9 1,156	11	1,669	Village and rest- house. On right bank of Indus. Supplies scarce.
11. Neema to Loma— Tagálung Nullah	9 1,276			Cross Indus near Neema.
Loma ...	5 333	14	1,609	Cross Hánley River and encamp on its right bank. No village. Fuel and grass obtainable.
Carried over ...	...	1,8	1,714	

Route No. 3.—Contd.

**Leh to Ghar via Pooga and Demjok, 21 marches,
240 miles (chain measured in 1889 as far as the
Ladak Frontier).—Contd**

Marches.	Intermediate distances		Total		REMARKS.
	Miles	Yds	Miles	Yds	
Brought forward...	..		138	1,714	
12. Lóma to Rasirmey Chhoomik	.		9	878	Spring of fresh water.
13. Rasirmey Chhoomik to Gangrágoma ...	.		12	579	Pass Neysoori Mani and Bógrágoma camp about 200 yards from left bank of Indus. Fuel and grass obtainable.
14. Gángrágoma to Fookchey—Opposite Dorah	2	1,347			This is the winter head-quarters of the Roopshoo sheep-herds.
Fookchey ...	8	1,053	11	640	Fuel and obtainable. grass
15. Fookchey to Légan k h e y l Mani ...	..		7	8,434	Fuel and obtainable. grass
Carried over ...	..		179	1,725	

Route No. 3.—Concl'd.

**Leh to Ghar via Pooga and Demjok, 21 marches,
240 miles (chain measured in 1889 as far as the
Ladak Frontier).—Concl'd.**

Marches.	Interme- diate dis- tances.	Total.		REMARKS.
		Miles	Yds.	
Brought forward ...	...	179	1,725	
16. Lágankhey! Máni to Dem- jok— Giápo Keysar Pinda Goma	5 1,023			Ruins of an old palace.
Teydur	5 1,228			
Demjok	3 1,702	15	453	On left bank of the Lari Kárpo stream, which forms the boundary between Ládak and Ghárdok (Lhásá) territory.
21. Demjok to Ghár	... 45	0		From Ghár to Ghárdok is 2 stages further.
TOTAL.	...	240	398	

Route No. 4.

**Leh to Gogra (Changchenmo), 11 marches, 130 miles
(chain measured in 1889).**

Marches.	Interme- diate distances.	Total.		REMARKS.
		Miles.	Yds.	
1. Leh to Ranbirpur— Thiksey Monas- tery ...	9 1,368			Large village. Sup- plies obtainable.
Ranbirpur Rest-house ..	2 665	12	273	Supplies obtainable
2. Ranbirpur to Chimray— Marchalong Bridge ...	8 723			Marchalong rest- house is 1,605 yards from this bridge.
Chimray Rest- house ...	4 964	12	1,687	Supplies obtainable. No fowls or eggs obtainable beyond this.
3. Chimray to Zingrul— Sakti Rest- house ...	3 212			Near base of Chang La Pass.
Zingrul ...	6 23	9	235	Camp about two- thirds of the way up the Pass.
Carried over ...	.....	34	435	

Route No. 4.—Contd.

Leh to Gogra (Changchenmo), 11 marches, 130 miles (chain measured in 1889).—Contd.

Marches.	Intermediate distances.	Total.	REMARKS.
	Miles. Yds.	Miles. Yds.	
Brought forward ...	...	34 435	
4. Zingrul to Tsultak— Crest of Chang La Pass	1 1,495		Height 17,600 feet.
Tsultak	5 800	7 535	Camp near small pond.
5. Tsultak to Tágtsey— Durgoo Rest-house Tágtsey Rest-house	8 757 6 1,623	15 620	Supplies obtainable here, but not beyond this.
6. Táktsey to Muglib	...	8 1,640	Grass and fuel obtainable.
7. Muglib to Lukung— Tseyároo-tsho	5 800		Called "Chakar talao" by Europeans and Indians.
Lukung	6 1,610	13 650	Camp near north-west end of Pangkong Lake.
Carried over ...	...	43 1,685	

Route No. 4.—Concl'd.

Leh to Gogra (Changchenmo), 11 marches, 130 miles (chain measured in 1889).—Concl'd.

Marches.	Interme- diate distances.	Total.	REMARKS
Brought forward . .	Miles. Yds. Miles. Yds	43 1,685	
8. Lukung to Chágra— Phobrang . .	4 908		
Chagra . .	7 1,180	12 328	
9. Chágra to Rindi— Lungkar . .	6 540		
Crest of Mar semik Pass... . .	2 1,680		Height 18,420 feet.
Rindi or Spanglung . .	5 1,200		Grass and fuel obtainable.
10. Rindi to Pám-sal— Gonley . .	2 1,380		
Dák Stágho . .	6 1,316		
Pám-sal . .	1 1,373	11 549	On Changchenmo River.
11. Pám-sal to Gógra— Khim Nutah... . .	5 1,533		
Gógra river	0 933		
Crest of Konka La . .	3 212		
Crest of Gógra . .	3 364	12 1,282	No supplies. Fuel and grass obtainable
TOTAL . .	...	129 659	

Route No. 5.

Tangtsey to Shushol (Chhooshol) and Mayeh (Máhi), 7 marches, 77 miles (chain measured in 1889).

Marches.	Interme- di ate distances	Total	REMARKS.
	Miles. Yds. Miles. Yds		
1. T ángtsey to Lungyókma ...	... 13 1,280		Tarfar camp frequent- ly here in summer.
2. Lungyókma to Dáta— Lungyókma M áni	3 994		M áni at south-east end of plain.
Keyta ...	8 253		
Dáta ...	1 940	13 427	Generally a Tartar camp here in sum- mer.
3. Dáta to Thárung	... 10 800		Fuel, grass, and water plentiful.
4. Thárung to Chhooshol— Crest of Kongto La ...	2 1,413		
Shushol (Chhooshol) Rest-house...	6 1,435	9 88	Satoo obtainable from villagers. The Lad ák - Lh ás s a Frontier is at Mor- do, 6 miles east of Chhooshol.
Carried over ...	.....	46 832	

Route No. 5.—Contd.

Tangtsey to Shushol (Chhooshol) and Mayeh (Mahi), 7 marches, 77 miles (chain measured in 1889).—Contd.

Marches.	Interme- diate distances	Total		REMARKS.
		Miles.	Yds.	
Brought forward ...	...	46	832	
5. Chhooshol to Tshókham— Crest of Thátao La	8 907			
Tshómo-mikpal tank	1 40			Water brackish.
Tshókham	1 1,273	11	460	Water, grass, and fuel.
6. Tshókham to Yáyeh	...	13	270	Generally a small Tartar camp here in summer.
7. Yáyeh to Máyeh (Mahi)	...	5	1,530	One or two huts here, but supplies not obtainable.
TOTAL	...	76	1,335	

Route No. 6.

Tangtsey to Shushol (Chhooshol) via the Pang-kóng Lake, 4 marches, 55 miles (chain measured in 1889).

Marches	Interme- diate distances	Total		REMARKS.
		Miles	Yds.	
1 Tangtsey to Tseyaroo-tsho (Chakartalao)		14	650	Route No. 4
2 Tseyaroo tsho to Spangmik.	.	13	390	Two huts here
3 Spangmik to Meyrak		12	450	Camp at south-east end of the small village
4 Meyrak to Chhooshol (Shushol)		15	930	Rest-house, satoo and milk obtainable.
TOTAL	...	55	660	

Route No. 7.

**Leh to Hanley via Pooga (Summer route), 12 marches,
160 miles (chain measured in 1889).**

Marches.	Intermediate distances.	Total.	REMARKS.
	Miles Yds.	Miles. Yds.	
8. Leh to Pooga . .	... 99 358	See Route No. 2	
9. Pooga to Máyeh (Mahi) ...	12 1,598	See Route No. 3.	
10. Máyeh to Hor- lápuk— Paljar Nullah...	5 1,053		No grass or fuel.
Neychung Nul- lah ..	3 987		No grass or fuel.
Horlápuk Camp ...	8 1,053	17 1,333	Camp on left bank of Indus. Fuel and grass obtainable. At 11½ miles pass Lásham, a small hamlet, opposite Neema.
11. Horlápuk to Mánkhang ...	...	14 1,650	
12. Mánkhang to Hanley Mon- astery ...	...	14 1,300	Camp near left bank of the Hanley River. Supplies obtainable from the monastery.
Total . . .	... 159 959		

Route No. 8.

**Hánley to Demjok (Ladák-Lhásá Frontier), 4 marches,
44 miles (chain measured in 1889).**

Marches.	Interme- diate distances	Total.		REMARKS.
		Miles.	Yds.	
1. Hánley to Phóti Camp— Crest of Phóti La ...	7 600			
Camp at base of Phóti Pass	3 0	10	600	Grass and fuel ob- tainable.
2. Phóti Camp to Kookyool ...	...	9	620	Small village.
3. Kookyool to Lágankhey1 Máni ...	...	9	560	Grass and fuel ob- tainable.
4. Lágankhey1 to Demjok ...	.	15	433	<i>Vide</i> Route No. 3.
TOTAL ...	...	44	453	

Route No. 9.

**Leh to Hanley (Winter route), 11 marches, 148 miles
(chain measured in 1889).**

Marches	Intermediate distances	Total.	REMARKS.
		Miles. Yds.	Miles. Yds.
1. Leh to Ranbir-pur Rest-house	..	12 273	Supplies obtainable.
2. Ranbirpur to Eegoo— Mārchālong Bridge	8 723		
Eegoo village	4 0	12 723	Large village. No fowls or eggs or wheat or atta
3. Eegoo to Shār-mo-Toona	10 140		On right bank of Indus. Nearly opposite Oopshi.
Shara	0 1,010		Small hamlet.
Sharmo	0 700	11 90	Small hamlet. Milk and satoo obtainable.
4. Shārmo to Hey-mia	...	14 0	Small hamlet on bank of Indus.
5. Heymia to Geeik	...	13 0	Ditto.
6. Geeik to Ngee	...	12 0	Ditto.
7. Ngee to Chhoomátháng.	...	12 0	Ditto.
8. Chhoomátháng to Máyeh	...	14 0	Ditto.
11. Máyeh to Hanley	...	47 760	Vide Route No. 7.
TOTAL	...	148 86	

Route No. 10.**Leh to Yarkhand (Summer route) via the Sasseer Pass, 32 marches, 482 miles.**

Marches.	Dis-tance.	REMARKS
	Miles	
1 Leh to Khardong Poloo	13	A few stone huts Height 15,000 feet above the sea At 5 miles pass the village of Gangles
2 Khárdong Poloo to Khardong village	14	Ascent of the Khardong Pass begins at once. Last part of ascent very steep and rough. Height of crest 17,500 feet Descent for 1,200 feet, extremely steep, passing over glacier. The Pass is impracticable for laden ponies Yaks must be used ; the rate of hire is Rs 2 per Yak from Leh to Khárdong village (13,500 feet). Supplies, &c., obtainable. From 1st December to 1st July the Pass is usually closed by snow.
3 Khardong village to Tsáti village...	12	Cross the Shaiok River in ferry boat, just before reaching Tsáti. Ponies must swim the river. Height of river above seas, 10,500 feet.
4 Tsáti to Taghar village ...	15	March along right bank of Shaiok River as far as Teerit, then turn northwards and go to Loghshang on the Nubra River, thence to Sumur and on to Taghat.

Route No. 10.—Contd.

Leh to Yarkhand (Summer route) via the Sassee Pass, 32 marches, 482 miles.—Contd.

Marches.	Dis-tance.	REMARKS
Brought forward	67	
6. Panámi k to Lchanglung	11	Height 10,960 feet. One or two huts, the last met with in Ladák on this route. No supplies obtainable. At $7\frac{1}{2}$ miles cross the Tulumbat stream by wooden bridge.
7. Lchanglung to Tutailák	11	Leave the Nubra Valley. Ascent of the Karáwal Dáwán (i.e., Vanguard Pass), 4,000 feet, very steep. Then descend gravel slope to Tulumbat stream, cross by rickety spar bridge and follow stream up to camping ground. Height 13,000 feet. Tutailák is called by Ladáks Spang-tháng rísa, i.e., "turf grass plateau."
8. Tutailák to Sassee Brángsa	15	Proceed northwards; road very rough. At $7\frac{1}{2}$ miles reach foot of Sassee glacier. The camping ground there is known as Angar Shah. Path now winds under a huge glacier, which it eventually crosses, leading over it for 3 miles. This is the crest of the Sassee Pass. Height 17,280 feet. Path leads down from the glacier to camp (15,240 feet) at Sassee Brángsa.
Carried over	104	

Route No. 10.—Contd.

Leh to Yarkhand (Summer route) via the Sasseeer Pass, 32 marches, 482 miles.—Contd.

Marches.	Dis-tance.	REMARKS.
	Miles.	
Brought forward ...	104	
9. Sasseeer Brângsa to Bulak-i-Murghai	10	Cross Shaiok River opposite Sasseeer Brângsa ; proceed down left bank for a mile and then due east up a deep gully to Chungtash camp 8 miles. From this spot, where there is a large isolated rock, proceed down stony gully to Bulák-i-Murghai. Meet the winter route from Leh at this point. Camp 15,200 feet.
10. Bulák-i-Murghai to Kizil Angur .	16	Camping ground (16,700 ft.) on left bank of a tributary of the Shaiok. At 12 miles pass Burtsi camp.
11. Kizil Angur to Dowlat Bâguldi	20	Camping ground at north-west corner of Dipsang plain, 16,800 feet high.
12. Dowlat Bâguldi to Kârâkoram Brângsa ...	22	Camping ground at north base of Kârâkoram Pass (18,500 feet high), which is crossed at 11 miles. Pass Châjoshjilga camp at 12 miles.
13. Kârâkoram Brângsa to Malikshah (Aktâgh) ..	28	Camp (15,600 feet) on right bank of Yârkhand River. Pass Kizil Tagh and Wahâb Jiljah camps : the latter at 14 miles.
14. Malikshah (Aktâgh) to Chibra ..	12	Camp (16,480 feet). Water scarce.
15. Chibra to Sugeyt	18	Camp (12,970 feet) on right bank of Sugeyt stream.
Carried over ...	230	

Route No. 10.—Concl.

Leh to Yarkhand (Summer route) via the Sasseer Pass, 32 marches, 482 miles.—Concl. •

Marches.	Dis-tance.	REMARKS.
Brought forward ...	Miles. 230	
16. Sugéy to Sháhi-dullah ...	12	Camp (11,780 feet) on left bank of Kárakash stream. Fuel and grass plentiful.
32. Sháhidullah to Várkhand ...	240	Via Kilián. The Chinese have for many years closed the Koogíar and Sanjoo routes for fear of the Kunjut robbers.
TOTAL ...	482	

NOTE.—The above distances are approximate only. The road has never been measured, and the distances given by different travellers vary considerably.

The following alternative route may be taken between Leh and Tsáti village :—

Marches.	Interme-diate distance.	Distance from Leh.	REMARKS.
1. Leh to Dígar Póloo ...	Miles. 10	... Miles.	Camp at south base of the Dígar Pass.
2. Dígar Póloo to Dígar village ...	14	24	Cross Dígar Pass (17,900 feet); camp at Dígar village (13,080 feet).
3 Dígar village to Tsáti ...	17	41	

The Dígar Pass opens earlier and closes later than the Khárdong Pass, but travellers go by the Khárdong if possible.

Route No. II.

**Leh to Yarkhand (Winter route) via the Shaiok
Route, 35 marches, 520 miles.**

Marches.	Intermediate distances		Distance from Leh.	REMARKS.
	Miles	Miles		
4 Leh to Tsultak	.	.	41	Ptd. Route No. 4.
5 Tsultak to Dургоо	8½	8½	49½	Ditto.
6 Dургоо to Shaiok village (Lamakient)		16½	66	On right bank of Shaiok River; height 12,200 feet. No village above this.
7. Shaiok village to Chhung Jangal	18	18	84	Camp on right bank of Shaiok River, 12,800 feet.
8 Chhung Jangal to Dungjailik	18	18	102	Camp on left bank of Shaiok River, height 13,000.
9 Dungjailik to Mandarlik	20	20	122	Camp on right bank of Shaiok River; height 13,300 feet.
10. Mandarlik to Kutaklik ..	12	12	134	Camp (13,500 feet) at junction of the Dipaang Stream with the Shaiok.

Route No. 11.—Contd.

Leh to Yarkhand (Winter route), via the Shaiok Route, 35 marches, 520 miles.—Contd.

Marches	Intermediate distances.	Distance from Leh.		REMARKS.
		Miles	Miles	
11. Kutalik to Sultan Chuskuṇ ...	15	149		Camp (14,000 feet) on left bank of Shaiok, 10 miles below Saser Krangsa
12. Sultan Chuskuṇ to Dhán-i-Murghai ...	18	167		Camp (14,400 feet) on left bank of Shaiok, 8 miles above Saser Krangsa.
13. Dhán-i-Murghai to Giapshan ..		177		Camp (16,150 feet) on right bank of Shaiok. At 2 miles past Khumdán glacier; up to this point the route has followed the course of the Shaiok, crossing the river repeatedly by fords or on the ice.
14. Giapshan to Dowlat Bágul-di ..	15	192		Vide Route No. 10
15. Dowlat Bágul-di to Sháhidullah	92	284		Ditto.
35. Sháhidullah to Yarkhand ...	240	520		Ditto.

Route No. 11.—Concl'd.

**Leh to Yarkhand (Winter route), via the Shaiok
* Route, 35 marches, 515 $\frac{1}{2}$ miles.—Concl'd.**

The following alternative route may, except in mid-winter, be taken between Leh and Shaiok village:—

Marches	Intermediate distances.		Distance from Leh.	REMARKS.
	Miles	Miles.		
1. Leh to Digar Poloo ...	10	...		
2. Digar Poloo to Digar village	14	24		
3. Digar village to Aggiam ...	7 $\frac{1}{2}$	31 $\frac{1}{2}$	Village on left bank of Shaiok at junction of Digar stream.	
4. Aggiam to Pakra ...	--	43 $\frac{1}{2}$	On right bank of Shaiok.	
5. Pakra to Chimchak ...		53 $\frac{1}{2}$		Ditto
6. Chimchak to Shaiok village (Lámákient)		61 $\frac{1}{2}$	Village on right bank of Shaiok.	

Route No. 12.

Leh to Yarkhand via Changchenmo. 39
marches, 577 miles.

Marches.	Intermediate distances.	Distance from Leh.	REMARKS.
	Miles.	Miles.	
11. Leh to Gógra.	...	130	<i>Vide</i> Route No. 4.
12. Gógra to Camp	21	151	
13. Camp to Camp	20	171	
14. Camp to Sumdo	25	196	
15. Sumdo to Shinglung	11	207	
16. Shinglung to Kizil Jilgah	14		Cross the Kizil Pass, 17,800 feet.
17. Kizil Jilgah to Khushk Maidán	18	239	
18. Khushk Maidán to Shor Jilgah	14	253	
19. Shor Jilgah to Kárátagh Lake	17	270	
20. Kárátagh Lake to Malikshah	25	295	Cross the Kárátagh Pass.
21. Malikshah to Chibra	12	307	
22. Chibra to Sugeyt	18	325	Cross Sugeyt Pass, 18,200 feet.
23. Sugeyt to Sháhidullah	12	337	<i>Vid</i> the Sunjoo Pass, 16,760 feet.
39. Sháhidullah to Yarkhand	240	577	

Note.—See note overpage regarding this route.

During the years 1870—1874 great efforts were made to establish this route as the main trade route between Leh and Yarkhand. It is the easiest of all the roads, and can be traversed by camels, but it is longer than the other routes, and there is considerable danger of losing the way. In 1883 or 1884 a caravan lost its way on the Langzi Thang Plains, and did not find Kizil Jilgah till a considerable number of the horses had been eaten by the starving members of the caravan. Since then not a single caravan has used this route. Another objection to this route is that the soda in the soil has an injurious effect on the horses' hoofs.

Route No. 13.

**Srinagar to Leh via Dras, 17 marches, 242 miles
(chain measured in 1889).**

Marches.	Inter- mediate distances.	Total.	REMARKS.
	Miles. Yds.	Miles Yds.	
1 Srinagar to Gán- derbal ..	.	14 460	Either by road or river.
2 Gánnerbal to Kángan— Noonar	2 980	"	Good camping ground. Supplies plentiful.
Bridge over Sind River ...	4 300		
Kángan ..	4 990		Supplies plentiful.
Carried over ...	...	25 970	

Route No. 13.—Contd.

**Srinagar to Leh via Dras, 17 marches, 242 miles
(chain measured in 1889).—Contd.**

Marches	Intermediate distance	Total		REMARKS.
		Miles.	Yds.	
Brought forward	.	25	970	
3. Kangán to Goond—				
Tserwán	.. 3 520			Good camping ground. Supplies plentiful.
Mamar	.. 3 487			Ditto.
Goond	.. 7 247	13	1 254	Supplies plentiful
4 Goond to Gagangeer—				
Reyel	2 847			Small village
Ku'an	1 1,407			Considerable village
Reyan Bridge	1 1,473			
Gagangeer	1 1,407	7	1,614	No village. No supplies.
5 Gagangeer to Sónamarg—				
Shikari Bridge	4 1,560			
Sónamarg Bridge	2 813	7	413	Small village. The last in the Sind Valley. Post and Telegraph Offices.
6 Sónamarg to Báltal	.. ..	8	1,687	At foot of Zóji-la. By Tibetans Báltal is called "Lártaa." No supplies.
Cashed over	...	63	658	

ROUTE NO. 13.—*Contd.*

Srinagar to Leh via Dras, 17 marches, 242 miles
(chain measured in 1889).—Contd.

Marches.	Inter- mediate distances.	" Total,	REMARKS.
Brought forward ...		Miles Vds. Miles Vds	
7. Baltal to Mataiun—		... 63 658	
Machihoi hut ...	8 1,087		Cross Zoji-la, 11,300 feet high.
Mataiun Rest-house ...	507	14 1,594	Supplies obtainable. By Tibetans Mataiun is called "Amboti"
8. Mataiun to Drás—			
Pándrás ...	927		Small village. Supplies scarce.
Drás telegraph office ...	420	12 1,347	Supplies plentiful. By Tibetans Drás is called "Heimbaps," or "snow land."
9. Dras to Khar-			
boo—			
Táshgám ...	14 1,643		Rest-house at Táshgám. Supplies obtainable. By Tibetans Táshgám is called "baps," "Tháng skám," or "dry plateau."
Kharboo	950	20 833	Kharboo good Rest-house. Village rather far away.
Carried over		481 912	

Route No. 13. --Contd.

Srinagar to Leh via Dras, 17 marches, 242 miles
 (chain measured in 1889). --Contd. •

Marches.	Inter- mediate* distances.	Total.	REMARKS.
Brought forward ...		Miles. Yds. Miles. Yds.	111 0.2
10. Kharboo to Kar-gil—			
Chane gund Rest-house ...	8 737		Rest-house bad. Vil-lage rather far away.
Kárgil Rest-house ..	113	15 850	Good Rest-house. Supplies plentiful.
11. Kárgil to Maul-bi Chamba—			
Paskyum Bridge	6 507		New suspension bridge $1\frac{1}{2}$ mile above Kárgil.
Darkat Bridge	7 767		Large village.
Shergól Rest-house ...	4 1,660		Small village and Store dépôt.
Maulbi Chamba	4 1,057	23 471	There is a huge figure of Chamba carved on rock at right side of road.
12. Maulbi Chamba to Rót Kharboo			
Crest of Nami-ka La ..	6 507		Height 13,000 feet. Easy pass.
Kharboo Rest-house ...	8 237	14 744	Called also "Bót Kharboo." Supplies obtainable.
Carried over ..		164 1,217	

Route No. 13.—*Contd.*

Srinagar to Leh via Dras, 17 marches, 242 miles
 (chain measured in 1889).—*Contd.*

Marches.	Intermediate distances		Total.		REMARKS.
	Miles	Yds.	Miles	Yds.	
Brought forward			164	1,217	
13 Kharboo to La máyooroo— Hemiskoot Nullah	5	1,464			
Crest of Photi La	4	1,027			Height 13,300 feet. Very easy pass.
La máyooroo Rest-house	4	1,347			
			15	318	
14. Lamayooroo to Nurla— Wánla stream Lángroo Garden	3	331			
Khálsi Fort	2	1,428			On right bank of Indus, commanding the bridge.
Khálsi Rest- house ..	1	575			In Khálsi village. Supplies obtainable.
Nurla Rest- house ...	7	740			
			18	354	
Carried over					

Route No. 13.—Concl.

**Srinagar to Leh via Dras, 17 marches, 242 miles
(chain measured in 1889) - Concld**

Marches.	Inter- mediate distances		Total.		REMARKS.
	Miles	Yds	Miles	Yds	
Brought forward ..	.	.	198	29	
15 Nurla to Sas pool ..	.	.	14	1,050	Good rest-house Supplies plentiful.
16 Saspool to Ni moo (Ngrey mo)— Bagloo Rest- house ..	7	762			Ditto ditto.
Nimoo (Ngrey mo) Rest- house ..	3	1,753	11	755	Ditto ditto
17 Nimoo to Leh— Phang Rest- house ..	10	630			No supplies Village distant
Spituk Gorge...	3	970			
Leh Bazar ...	4	760	18	600	Rest house Height 11,500 feet Head quarters of the Ladak Warazat, Telegraph and Post Offices
TOTAL .....	...	...	242	674	

Route No. 14.

**Srinagar to Leh via Sooroo, 20 marches, 278 miles
(chain measured in 1889).**

	MARCHES.		Intermediate distances miles.	REMARKS.
	From	To		
1	Srinagar	Avántipur	18	
2	Avántipur	Islámábád	17	
3	Islámábád	Shángas	8½	
4	Shángas	Noboog	8½	
5	Noboog	Inshan	19½	
6	Inshan	Suknes	14½	
7	Suknes	Pajhoi	10½	
8	Pajhoi	Moskhaloo	7	
9	Moskhaloo	Sheereenmat	6	
10	Sheereenmat	Sooroo Kóthi	12½	Vide Route No. 13.
11	Sooroo	Sánkoo	15½	
12	Sankoo	Tsháliskut Kóthi	10¾	
13	Tsháliskut	Kárgil	14½	
20	Kárgil	Leh	115½	
		TOTAL.	278	

Route No. 15.—Authority: Drew.

Palampur in Kangra by Kulu to Leh. 28 marches
357 miles.

Pálampúr is a newly founded town, about 4,000 feet above the sea, in the centre of the Kángra tea district. A fair is there held each autumn, which was established to attract Yárkundi merchants from Leh by this route. In some years it has been attended by them, but partly from irregularity in the arrival of the Yárkhand caravans at Leh, and partly that this road is not open late in the year, the fair has not answered this purpose so well as was expected by its founders; still it remains a local fair of some importance.

Pálampúr is about 96 miles from Jullundur, the nearest railway station; a cart road connects the two places.

No.	MARCHES.		Distance in miles.
	From	To	
1	Pálampúr	...	Brijnath ... 10
2	Brijnath	...	Dalu ... 12
3	Dalu ...	...	Jutingri ... 14
4	Jutingri	...	Budwani ... 15
5	Budwani	...	Karam ... 16
6	Karam	...	Sultánpur, chief place in Kulu ... 10
7	Sultánpur	...	Nagar ... 14
8	Nagar	...	Jagat Sak ... 8
9	Jagat Sak	...	Pulchun ... 10
10	Pulchun	...	Rahla ... 12
11	Rahla	...	Kok Sar ... 16
12	Kok Sar	...	Sisu ... 11
13	Sisu ...	...	Gandla ... 10
		Carried over	152

Route No. 15.—Contd.

**Palampur in Kangra by Kulu to Leh, 28 marches,
257 miles.—Contd.**

No.	MARCHES		Distance in miles.
	From	To	
14	Gandia ..	Brought forward ..	152
15	Kardong ..	Kardong (Kailang) ..	12
16	Kulang ..	Kulang ...	13
17	Darcha ..	Darcha ...	10
18	Patsio ...	Patsio ...	9
19	Zingzinbar ..	Zingzinbar ..	9
20	Kanunor, Kilang ..	Kanunor, Kilang ..	17
21	Sarchu ..	Sarchu ..	11
22	Sumdo ..	Sumdo ..	18
23	Sumkiel ..	Sumkiel ..	15
24	Rukchin ..	Rukchin ..	18
25	Debring ..	Debring ..	12
26	Gyá ..	Gyá ..	16
27	Márchalong ..	Márchalong ..	23
28	Chushot ..	Chushot ..	12
		TOTAL ..	357

The following passes are crossed.—

Between stages	4—5	The Babu Pass	... 10,000
"	10—11	The Rotang	... 13,048
"	18—19	The Bára Lácha Pass	16,200
"	21—21	The Láchalong Pass	16,600
"	24—25	The Toglung Pass	17,500

The Chináb River is crossed by bridge between stages 10 and 11.

The Indus River between stages 27 and 28. This road is closed by snow for about seven months in the year.

The road can be traced on the map attached to this book between stages 10 and 11. At stage 20 the road enters Kashmir Territory.

CHAPTER XXI.

BALISTAN—SRINAGAR TO SKARDU via DEOSAI PLAIN—Via ALUMPI LA PASS—KHARHU (LEH ROAD) TO SKARDU—KHAISI (LFH ROAD) TO SKARDU—SHIGAR—BRAIDU—GREAT GLACIERS—THEIR RECENT EXPLORATION—THE HISPAR PASS—THE NUSHIK PASS—THE WORLD'S CLIMBING RECORDS—WOMAN'S CLIMBING RECORDS

*ROUTE I

Srinagar to Skardu via Ragdiangan Pass and Deosai Plain.

No.	STAGES		Altitude feet	Distance in miles	REMARKS
	From	To			
1	Srinagar	Bandipur <i>by road</i>	5,160	35	*
2	Bandipur	Tragbal	9,538	11½	
3	Tragbal	Gorai ..	8,985	12½	Cross Ragdiangan
4	Gorai ..	Gurais ..	8,169	16	Pass, 11,950
5	Gurais ..	Pachwari	..	13	
6	Pachwari	Burzil ..	10,740	11½	
7	Burzil	Sikhhbach	13,160	15	Cross Stakpila
8	Sikhhbach	Lalpani ..	12,500	13	Pass, 12,900' and
9	Lalpani ..	Usar Mar	13,970	12	Sarsungar Pass,
10	Usar Mar	Karpitü ..	7,636	16	13,860'
11	Karpitü ..	Skardu ...	7,400	3	Cross Burji Pass, 15,700'

* Portions of this chapter are taken from " Drew's Kashmir.

Marches, Bandipur to Burzil are detailed in Chap. XXII. From Burzil the path turns N.-E. to right, and crosses the Stakpila Pass, 12,900 feet. The pass is a defile almost level for the length of a mile. Grey granite mountains rise on each side to nearly 2,000 feet. In a mile or two the defile opens out into the head of the Shingo River. This river is now crossed, and thence a steep ascent leads to the Sarsingar Pass, 13,860 feet. Descending a few feet from the pass a lake is reached, occupying the base of the defile. Immediately beyond, at 150 lower level, is a second lake. Both lakes are over half a mile long and a quarter of a mile wide. Five miles almost due North is a larger lake—Cherosur—with a diameter of more than a mile. Over the neck 150 feet above this water a path goes to Astor. From the Sarsingar Pass, the path leads across the great Deosai plateau and its narrow valleys for 25 miles. The plateaux are dry and stony; the valleys have some little pasture. There are no human inhabitants. The plain is occupied by great numbers of Marmots. The passage of this tableland is easy enough in summer, but owing to its high elevation, averaging perhaps 13,000 feet, the rarity of the air is felt, and the marches are therefore trying to coolies. Some grass, Juniper fuel and water can be had at every place required for a halting ground, but ordinary fuel should be taken from Burzil. This plateau is a dangerous place to be caught in in the early winter—even as early as the middle of September. The Skardū road leaves Deosai plain by the Burji Pass, 15,700 feet over its northern part. This pass is a low depression in the serrated ridge of mountains enclosing the plain. Drew himself was much impressed with the view from here. "On the summit there opened a view which produced an impression on my mind of grandeur as deep as I had ever experienced. We looked from our great height right on the mountains beyond the Indus and Shigar Rivers. These, though distant 40 or 50 miles, presented a magnificent

spectacle. It was a combination of various lines of mountains, with lofty peaks rising from these ridges in great precipitous masses, or in pyramids ending in acute points varying from 21,000 to 25,700 feet, the snow thick on them.

Below this great region of snow mountains comes an enormous depth of rocky ones; in the upper hollows of these lie some glaciers, that reach far below the level of the snow. We saw this in the morning sun, which lighted up the higher snows and threw dark shadows of the peaks over the lower snow-beds: but it made a soft haze in front of the nearer rocky mountains, which perhaps aided in giving so great, so true an idea of the size and grandeur of the Range." From the pass a very steep descent is made to Skardu of 8,000 feet in seven miles measured straight, or about 11 miles by road.

Skardu is a scattered collection of houses and hamlets. It rests on an alluvial plateau 150 feet above the Indus, at an elevation of 7,400 feet above the sea-level. The houses are mostly built of stone and mud, flat-roofed with commonly a second storey built over a portion of the first roof. There is a somewhat picturesque fort here built by the Dogras after the capture of Skardu by Golab Sing in 1840. Skardu, like Astor, is one of the points made for by sportsman. When the Deosai route is closed during the early summer, the road then followed, instead of turning off at Burzil, continues on the Astor Road to Chillum and Godai.

Beyond Godai the stages are as follows :—

ROUTE 2.

9. Godai to Babin.

Started 5-30 A.M. After crossing bridge road turns up valley to right; at first steep for $\frac{3}{4}$ hour, with fine rapids below; then over shoulder of hill, by a few huts, down into a valley below smooth, rich, wooded, watered, grassy. Walking mostly easy for many miles. Thence more rugged, fewer trees, narrower. Pass a village,

thence stony. At 2 P.M. came to an unbridged torrent crossed higher up by a snow bridge, a little beyond which is a village and camp, time about 9 hours.

10 Babin to Pass.

Left 6 A.M. Road straight up valley. Behind a view of Nunga Parbat, after a mile or so, cross a ravine. Then take upper path sloping along side of hill. The lower path leads to the Deosai plain, a stream is then crossed, then wind round and up a grassy shoulder, turning into a high narrow valley. From here the ground is stony up two or three miles to foot of pass, where is a camping ground, elevation about 12,000 feet, time 10 hours.

11 Cross Alumpi La (Pass), 16,500 feet.

Left camp 5 A.M. Road at first steep over rocks by river. Then snow, level half a mile, then over rounded snow slopes, level again for three quarters of a mile, then steep snow slope up ridge, angle about 60. Reached summit in about 4 hours. Then descend steep snow incline, then another, then over level, then rocks to a camping place. Time of march, 6½ hours, all suffered from rarity of air. Road then leads down a valley of rocks for five hours to shepherds' huts, or further on six miles to a village. Camp to huts 12 hours.

12 Camp to Katsura.

Coolies, time 6 A.M. to 9 P.M. First six miles to Kapartung good walking. Then by river for five or six miles, flat or rocky, another village and meadows reached in five hours. Then rocks, moraine and steep descent for 10 or 14 miles. This road, formerly a very difficult track, has been improved of late years. About 4.30 P.M. down to meadows, lovely spot, beyond is a lakelet, and then Katsura, gorge, fine rapids or falls. From Katsura fine view over plain to Skardu.

13 Katsura to Skardu.—Distance, 24 miles.

Time, 14 hours including mid-day rest.

Road, over sandy plain, passing village half-way.

Kharbu to Skardu.

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To summarize, this road follows the Burzil-Astor Route to Godai, 8 marches. It then turns to the right, crossing the Alumpi Pass, and thence follows the course of the Shikarhang Nala to Katsura on the Indus—in all thirteen marches from Srinagar. A direct road runs from Astor over the Bunnok La, lying due North of the Alumpi-La, and joins this route at Thlashing-Sprung, the junction of the streams running down from either pass. The distance from Astor is about 40 miles.

ROUTE 3.

Kharbu (Leh road) to Skardu.

This is the most frequented route. The first nine marches are detailed in Chapter XVIII.

Marches 1 to 9, Srinagar to Kharbu, 113 miles

No.	STAGES		Distance in miles
	From	To	
10	Kharbu	Hardas	11
11	Hardas	Olding	19
12	Olding	Tarkuti	14
13	Tarkuti	Kharmang	17
14	Kharmang	Tolu	12
15	Tolu ..	Parkuta	14
16	Parkuta ..	Gol ..	12
17	Gol ..	Gomba-Thurgon	14
18	Gomba-Thurgon	Skardū	8

10. Kharbu to Hardas.—Distance, 11 miles

Eight miles below Kharbu, above Chanegand the river is crossed by a bridge to Karkitchu. Hardas, which is in the Kharman jagir, is three miles further

down. Ponies are obtainable as far as Olding, and supplies are supposed to be available.

14. Hardas to Olding.—Distance, 19 miles.

The road, which is fair, follows the left bank of the Dras River, and then the larger Suru River. One or two pleasant shady villages are past, but the summer heat is severe. Supplies at Olding are plentiful.

12. Olding to Tarkuti.—Distance, 13 miles 2 furlongs.

The path ascends, rounds the corner of a mountain and then descends to the Indus. Above this point the Indus Valley is almost impassable and the road from Leh is forced to diverge to the Shyok Valley. The villages, which occur at the openings of side ravines, are as pretty, as the intervening marching is tedious and fatiguing, or as the scenery is rugged.

13. Tarkuti to Kharmang.—Distance, 17 miles.

A hard march, with a long climb midway to a village, below which is a high waterfall. At Kharmang, which is on the opposite bank, is a rope bridge, perhaps 80 yards long. The village is of considerable size, and the petty Rajah resides in a fort on an isolated rock. Four miles higher up, opposite Marol, the junction of the Indus and Sooroo Rivers, the Sikh army invading Baltistan from Ladak, crossed the river on thin ice and routed the Rajah of Skardū's troops.

14. Kharmang to Tolti.—Distance, 12 miles.

This march is 12 miles when the river is low, but nearer 16 when it is at high level. Tolti lies in the deepest shade of a ravine, into which, in winter, the sun never penetrates. Here also is a rope bridge. The road of the present day has been made fair throughout. It runs by the river all the way, passing some fine praries; and is fit for ponies and easy for pedestrians.

15 Tolti to Parkuta.—Distance, 14 miles.

The first half of the march is uneven, but towards Parkuta there is more level ground and cultivation. The village itself clusters picturesquely round a low-crowned rock, with charming scenery.

16. Parkuta to Gol—Distance, 12 miles.

Also an easy march, with long strips of cultivation. Three miles short of Gol the Shyok joins the Indus. Both rivers are here of about equal size.

17. Gol to Gomba-Thurgon.—Distance, 14 miles.

A comparatively level march, though much of it is over loose sand. A few miles above Kepchung the river bends sharply to the south-west, and the Skardu Valley opens out.

18. Gomba-Thurgon to Skardu.—Distance, 8 miles.

The march is on the level, but rather stony.

ROUTE 4.**A.—Khalsi (Leh road) to Skardu.**

There are two routes:—

This route follows the right bank of the Indus to Skirbichan, 16 miles. Thence it continues on beyond Achinathang, 8 miles; leaves the river at right angles and follows the Hanley stream to Goma Hamu. The road then crosses the Chorbat Pass, 16,696 feet, to reach Puyum on the Shyok River. The new road thence keeps on direct to Khapalu, leaving Sirmu to the right and on to Kiris by Kuru. It is better then to cross river by raft to Gol, and continue on left bank to Skardu.

The marches are—

Srinagar to Khalsi.—Distance, 192 miles. 14 stages.**Leh to Khalsi.—Distance, 58 miles. 4 stages.**

No.	STAGES		Distance in miles.	REMARKS.
	From	To		
6				
5	Khalsi *	Skirbichān	16	
6	Skirbichan	Goma Hanu	18	
7	Goma Hanu	Camp for Pass	10	
8	Camp for Pass	Puyum (Paxfain map)	21	Cross Chorbat- La. 16,696 feet.
9	Puyum	Dau	9	
10	Dau	Khapalū	17 1/2	
11	Khapalū	Karkū	10	
12	Karkū	Kurū	16	
13	Kurū	Kiris	9	
14	Kiris	Gol	10	
15	Gol	Gomba-Thurgon	14	
16	Gomba-Thurgon	Skardū	8	

B. **Khalsi to Skardu.**—This route follows the right bank of the Indus and joins the Dras road at Kharmang (*authority de Bourbel*).

Leh to Khalsi.—58 miles, 4 marches.

No.	STAGES		Distance in miles.	REMARKS
	From	To		
5				
5	Khalsi	Skirtoichan	16	
6	Skirbichan	Nabi Branksar (Lower Hanū.)	14	
7	Nabi Branksar (Lower Hanū.)	Garkhun	16	
8	Garkhun	Grugurdo	10	

Leh to Khalsi.—(Continued.)

No.	STAGES		Distance in miles.	REMARKS.
	From	To		
9	Grugurdo	...	Harmigund	18
10	Harmigund	...	Kharmang	16½
11	Kharmang	...	Tolt	12
12	Tolt	...	Parkuta	14
13	Parkuta	...	Gol	12½
14	Gol	...	Thurgon	14
15	Thurgon	...	Skardū	8

Shigar.—Nearly opposite Skardu N.-N.-E. is the village of Shigar. Above the town, the valley of the same name extends northwards for 24 miles, with a width of three miles. Along both sides steep rocky mountains rise up to 7,000 feet, the level of the valley itself being 8,000. The villages of Shigar are scattered over a long tract of cultivated land which grows rich crops, the fields being surrounded by luxuriant apricot trees. Drew considers this the most delightful spot in Baltistan, where, after the sandy tracks of Skardū, one can thoroughly enjoy sitting under the shade of the fruit trees, through which the eye can quietly view the grand mountains that on both sides bound the valley. The Shigar River is crossed on a raft, made of numbers of inflated goat-skins fastened together by sticks. The force of the current, which raises waves some feet in height, makes the passage difficult.

Braildu.—Three long marches North of Shigar is Askole. The lofty Pass Skoro-La, 17,000 feet, is crossed in the third march. Askole (transport and ordinary

supplies plentiful) is situated on the North side of the Braldu River (locally Muna Pushaps. Pushaps-river), which runs down the Braldu Valley. A Jhula (twig) bridge, 270 feet, has to be crossed to reach it. Askole is an important place from a mountaineering point of view, as it is the highest inhabited spot in the Braldu Valley, and forms the base for explorations to the Baltero and Biafo Glaciers.

Glaciers.—The Baltero, the Biafo and the Hispar, are the three longest known glaciers in the world outside the Arctic regions.

The Biafo, 35 miles in length, runs N.W. to the Hispar Pass ("Ryong la" local), 17,475 feet. Beyond the Pass, the great Hispar Glacier runs down 37 miles towards Nagar and Hunza. The Baltero runs E.-N.-E. from Askole. It is the longest of the three. At its head East, are the great mountains Gasherbrum, 26,378 feet and K, 26,483 feet; and at the Southern arm, the Golden Throne, 24,000 feet. At the Northern arm is K³ 28,250 feet the second highest mountain in the world, Mount Everest, 29,002 feet (Nepal) only exceeding it.

The order of the highest mountains in the world is as follows :—

1. Mount Everest ... 29,002 Nepal, Eastern Himalayas.
2. K⁴ ... 28,250 Karakorum, Himalayas, Kashmir.
3. Kanchanjunga ... 28,150 Sikkim, Eastern Himalayas.
4. Nanga Parbat* 26,620 Western Himalayas, Kashmir.

Basha.—West of the Biafo Glacier is the Basha Valley, with the village of Arandu at its head. Close above Arandu is the Chogo-Loongmia Glacier. This glacier runs N.-W. from Arandu for 30 miles to its source at 19,000 feet elevation, at the base of a snow wall.

Since 1892, these four glaciers have been somewhat fully explored by mountaineers, and they are

* There is 12 miles S.-E. of Mt. Everest an unnamed peak, 27,700 feet, but this may be considered as part of Mt. Everest.

associated with the greatest mountaineering climbs in India. The first explorer was Colonel Godwin-Austen (Trig. Survey) and then Captain Younghusband. In 1860-1861 Godwin-Austen crossed the Skoro-La and ascended the Baltero Glacier, as well as the Punniah Glacier to one of the Mustagh Passes. He then ascended the Biafo for a few miles, obtaining a view of the glacier. He next turned up the Basha Valley and reached the Nushik-La, 16,800 feet, from the South. In 1887 Captain Younghusband crossed the disused Mustagh Pass, 18,400 feet, by way of the Piale tributary of the Baltero (N.), performing a most adventurous feat. The next explorers were Sir Martin Conway and party, 1892, for which see "Climbing in the Karakorum Himalayas" by W. M. Conway (1894), a most delightful book, beautifully illustrated, written in an easy pleasant style and free from the egotism pervading one or more books written about this Northern part of our dominions. Conway concisely sums up the results of his expedition : "We spent in all 84 days on snow and glacier ; we traversed from end to end, for the first time, the three longest known glaciers in the world outside the polar regions ; and we climbed to the top of a peak approximately 23,000 feet high."

Conway's party was accompanied by Mattias Zurbriggen, the Alpine Guide of Macugnaga. They ascended the Hispar Glacier from Nagar, crossed the Hispar Pass, 17,475 feet, and descended the Biafo Glacier to Askole. They were the first Europeans to cross the Hispar Pass. The view obtained from the Hispar is given in Mr. Conway's own words, as they express the sentiments of one who has probably seen the finest mountain sights in this world : "The view ahead absorbed all our attention for our fate lay in its grasp. It was beyond all comparison the finest view of mountains it has ever been my lot to behold. We expected to look down a long valley such as we had come up, but there was no valley in sight. Before us lay a basin or lake of snow." * * *

From the midst of the snowy lake rose a series of mountain islands, white like the snow that buried their bases, and there were endless bays and straits of white water nestling amongst them. * * * I forgot headache, food, everything, in the overwhelming impression this majestic scene produced upon me, and the hour and a quarter we were privileged to gaze upon it passed like the dream of a moment."

Conway's party then explored the Baltero Glacier and ascended a lower point of the Golden Throne, 23,000 feet, to which the name of Pioneer Peak was given, thus, I believe, establishing an authenticated world's record up to that date.

Two detachments of his party ascended and crossed the Nushik-La, 16,800 feet, from Hoper above Nagar, North of the Hispar, and marched to Skardū via Arandu at the end of June 1892.

The pioneer party consisted of Lieutenant the Hon'ble C. C. Bruce and Mr Eckenstein. The marches were as follows:—

1. June 27th.—Hoper near foot of Hispar Glacier to Hispar, 13 hours.

2. June 29th.—Hispar to Makorum, 11 hours.

3. June 30th.—Makorum to Haigutum (huts), 12 hours at mouth of Nushik Pass.

4. July 1st.—Haigutum to Camp, 12 hours.—Started at 4 A.M., reached summit at 9-45 A.M., and camping ground below at 3-30 P.M.

5. July 4th.—Camp to Arandu long tedious march. These two explorers were the first Europeans to cross this pass.

On July 15th, 1892, the Nushik-La was again crossed by Mr. Rondedosh and the Guide Mattias Zurbriggen. Zurbriggen returned alone next day and rejoined Mr. Conway.

In the summer of 1902, a party of six Europeans (leader, Mr. O. Eckenstein) ascended the Baltero Glacier and attacked K², the native name of which is "Chogo".

Ri" (= the giant mountain). They remained at a height of 20,000 feet for seven weeks, at a camp on the upper slopes of the Godwin-Austen Glacier, at the foot of the last slopes of the main peak of K²; but were prevented from proceeding further by continuous bad weather.

In the summer of 1899, the Biafo Glacier was again traversed by Dr. and Mrs. Bullock-Workman, who climbed to the summit of the Hispar Pass on July 29th. They were favoured by cloudless weather, with glorious views. During the trip, three successive world mountaineering records for a woman were made by Mrs. Bullock-Workman, who was accompanied by her husband and Mattias Zurbriggen, *viz.*—

- (a) Seegfried horn, 18,600 feet, close to the Skoro-La Pass.
- (b) Mt. Bullock-Workman, 19,450 feet, East of Skoro-La Glacier.
- (c) Koser Gunga, 21,000 feet, four marches N.-N.-W. of Shigar.

Mrs. Bullock-Workman is the first woman who has climbed the Hispar Pass—(see "In the Ice World of Himalaya" beautifully illustrated, 1900, by F. Bullock-Workman and William Hunter-Workman).

In 1902, Dr. and Mrs. Bullock-Workman again accompanied by Mattias Zurbriggen, a second Swiss Guide and a topographer, made a second trip to Baltistan. They made the first ascent of the Chogo Loongma Glacier, which extends for 30 miles N.-W. above Arandu, and explored three of its terminal branches. Two new passes and four peaks, varying in height from 16,000 feet to 19,500 feet, were climbed. During the whole of August their camps were at elevations from 15,000 to 19,000 feet above sea-level; with severe snow conditions to contend with. Mrs. Bullock-Workman is the only woman who has ascended this glacier.

World's climbing records.—The present authenticated record is outside India, *viz.*, Mt. Aconcagua (23,080

feet) in South America. This mountain was, I believe, first climbed, alone, by Mattias Zurbriggen. It was afterwards ascended by Mr. Stewart Vines and guide. The climbing of the lower portion of this mountain is said to be very easy.

In India, the previous world climbing records are detailed from the preface of Martin-Conway's book just mentioned.

"In 1854 and 1856, the brothers Robert and Adolph Schlangenweit in the Nepal Himalayas reached a height of 22,239 feet.

In 1883, Mr. W. Graham explored the mountains of Sikkim and Kumaon. Mr. Graham, a trained climber, was accompanied by two Swiss guides. He believed he ascended Karbru, a peak of about 24,000 feet. But his experiences differed so widely from those of other great explorers at altitudes of 19,000 feet and upwards, that it is more than likely he was mistaken as to the height of the point climbed, and his ascent cannot therefore be accepted as authentic." *

The highest mountains in the world are still unconquered, and will probably remain so, for ever.

Rondu, another point made for by sportsmen, is five stages from Skardu.

The marches are as follows :—

1. Skardu to Konora	..	13	miles.
2. Konora to Tsirri	...	12	"
3. Tsirri to Tungus	...	12	," No supplies.
4. Tungus to Dasso	..	11	"
5. Dasso to Mendi	...	11	"

The marches here detailed follow the new road by the right bank of the river, constructed by Mr. R. Clark, I.C.S., the Settlement Officer, since 1899. These are all fair, and a pony can be taken the whole way.

* The peak ascended by Mr. Graham was probably Kang-tsen at 1970 feet, a ridge of Kabru (see a most interesting book "Among the Himalayas," by Major L. A. Waddell (100)).

The old and difficult road on the left bank by Katsura and Busho is now rarely, if ever, used, and the description formerly given, is omitted.

Mendi, the capital of Rondu, stands 6,700 feet above the sea-level. It is a strangely situated place occupying little shelves as it were on the rock. On a separate plateau is the Rajah's house called the Fort. The Indus flows some hundreds of feet below the level of the village, between perpendicular rocks. In a narrow part it is spanned by a *jhula* or rope bridge, which is 370 feet long in the curve, with a fall of some 80 feet, the lowest part being about 50 feet above the stream. The approach to this is over slippery rocks, and the path to it is so narrow and difficult that one's steps have in many places to be aided by ladders. This bridge will severely try the nerves of any one who has never essayed to cross one before. From Rondu to Astor is about 47 miles divided into five marches. Opposite Rondu, which is generally reached from Astor, is good shooting ground.

The route is as follows :—

Astor to Rondu, 5 marches. Authority : Maj. J. Biddulph.

Number.	MARCHES		Distance in miles.	REMARKS.
	From	To		
1	Astor ...	Rumker ...	8	Astor and Parishing Rivers bridged. Road up Parishing Valley, which stream has to be crossed twice.
2	Rumker	Camp foot of Herpo Pass.	9	At two miles pass road leading by Trongo Pass. Gradual ascent the whole way.

Astor to Rondu.—(Continued).

Number.	MARCHES		Distance in miles.	REMARKS.
	From	To		
3	Camp foot of Herpo Pass.	Papothung	12	Leave Parishing Valley and cross Herpo Pass, 16,785 feet, a mile of glacier has to be crossed. Unladen ponies can travel in summer; camping ground.
4	Papothung	Bilamak ...	8	Extensive village. Road good down Herpo Valley.
5	Bilamak ...	Mendi ...	10	The chief place in the Rondu District. Much cultivation. A steep descent to Indus River.

CHAPTER XXII.

SRINAGAR TO GILGIT *via* THE BURZIL PASS—GURAIS—GUGAI—GURAIS TO DRAS—ASTOR—HATTU PIR—INDUS FLOOD OF 1841—BUNJI—MOUNTAIN VIEW—GILGIT—HAYWARD'S MURDER AND GRAVE—BAGROTE VALLEY AND GLACIERS—THE KAMRI PASS ROUTE—RUPAL NALA—TARSHING GLACIER—DEATH OF MR. MUMMERY—CHILAS—BABUSAR PASS AND ROUTE TO ARBOTTABAD—BANDIPUR TO CHILAS, NEW ROUTE—GILGIT TO GUPIS—GILGIT TO HUNZA—TABLES OF PLACES IN AGENCY—SPORTING NALLAHS AT ASTOR.

THE Gilgit Agency consists of the districts of Astor, Chilas, Bunji, Gilgit Valley proper, Punial State, Ashkurman Valley, Yassin, Ghizar, and the States of Hunza and Nagar. Until recently, Gilgit and the country beyond Astor was closed country to the sportsman and traveller. Years ago, in the seventies, great bags of game were made off the Nallahs off the right bank of the Astor River. Even then, provision for coolies and shikaris had always to be carried. North of Gurais the country is sparsely populated, the area under cultivation is very small, the outcrop barely sufficing for the local requirements. Gilgit is now a place of much Political importance. A garrison of Imperial Service Troops is quartered there with several British Officers. The feeding of this garrison is difficult, and special transport arrangements are needed under British Officers. It is chiefly on this account that restrictions are placed on visitors. During 1902 the rules have been relaxed. At present ten sportsmen are allowed to shoot between April 1st and June 30th, and

a similar number between July 1st and September 30th, annually, in the Astor District, and in part of the country around Bunji. Sportsmen have to take their own transport from Kashmir. They may not ask for official help in getting supplies, but they may buy anything available in the small bazaars at Astor and Bunji. Permission to shoot in Astor and all information as to necessary arrangements should be obtained from the Secretary, Kashmir Game Association, Srinagar.

The Nallahs opened for sport are referred to at the end of the Chapter. They are as follows :—

- (a) Those on both sides of the Astor River, from the Burzil Pass down to its junction with the Indus at Ramghat.
- (b) Those on the left bank of the Indus, from Ramghat to Haramosh in the Skardū direction.
- (c) Those on the Kamri River and Rupal stream, from the Kamri Pass and the Rupal Glacier to the point where these united streams join the Astor River near Gurikot of Astor.

In these Nalas are Markhor, Ibex, Urial and red bears.

With the above exceptions, travellers are not allowed to proceed beyond Astor without the special permission of the Government of India.

There are two routes to Gilgit, which diverge at a place called Bangla beyond Guraïs and again unite at Gurikot of Astor beyond the Passes. The Western diversion over the Kamri Pass, 14,050 feet, is still followed by a small portion of the Maharaja's troops garrisoning Astor and Gilgit. According to the new alignment, it is three miles longer than the other route. The Eastern branch leads over the Burzil or Dorikun Pass, 13,500 feet. It opens a little earlier and remains open a few weeks later than the Kamri. The distances are approximately 231 and 228 miles divided into 14 marches.

During the winter, the dâk is carried to Gilgit by this road, causing loss of life directly and indirectly.

For views of grand mountain scenery, this march—especially the Kamri route—can be recommended to the ordinary tourist. Each day's journey brings the traveller nearer one of the grandest mountains in the world, and within so short a distance as nine marches from Srinagar, he will obtain most perfect and glorious views of the everlasting snow ridges and vast glaciers that culminate in the mountain Nanga Parbat, 26,630 feet above sea level.

The march by the Burzil route is for convenience sake first given. The total distance from the Post Office, Bandipur, to the Post Office at Gilgit is 194 miles now divided into 14 stages as follows:—

No.	STAGES		Mile-	H	e	ach	REMARKS.	
	From	To						
1	Srinagar	..	Bandipur	..	35	5,200	35	Generally done by boat, P.O. T.O.
2	Bandipur	..	Tragbal	464	9,160	112		
3	Tragbal	..	Gorai	59	8,000	123	Cross Rajdiangan Pass, 11,500 feet.	
4	Gorai	..	Guraik	75	7,800	16	P.O. T.O.	
5	Guraik	..	Pachwari	88	6,500	13		
6	Pachwari	..	Burzil Chowki	100	10,740	11	T.O. at Minimarg, mile 93.	
7	Burzil Chowki	ChillumChowki	116	..	..	16	Cross Burzil Pass, 13,500 feet.
8	ChillumChowki	Godai	133	9,100	17			
9	Godai	..	Astor	149	7,838	16	P.O. T.O.	
10	Astor	..	Daskhin	164	..	15		
11	Daskhin	..	Doian	175	7,800	11		
12	Doian	..	Bunji	193	4,637	18	I.O. P.O.	
13	Bunji	..	Safed Pari	211	..	18	Cross Indus at 7 miles by suspension bridge.	
14	Safed Pari	..	Gilgit	228	4,890	17	P.O. T.O.	

Roughly furnished bungalows at all stages (except Bandipur) in charge of a Chowkidar only. No other servants available.

Since I was stationed at Gilgit, 1880-81, the communications between Kashmir and Gilgit have changed for the better. A good ten-foot road, with a ruling gradient of 1 in 10, has been constructed by the Darbar from Bandipur, along which, with the exceptions of a few places, it is said a bamboo cart might be taken. Fairly comfortable bungalows have been built at all stages except Bandipur, and they permit of tents being dispensed with; while at all important stations, Telegraph and Post Offices are working. The suspension bridge over the Indus closes an awkward gap, which formerly had to be crossed on a mussuck raft. Indeed, the Indus unbridged, intensified the isolation of Gilgit, the north side of this river being the Kala Pani or, black water to the Kashmiri. The bridging of the Indus, and the Daskkut Nallah, the opening of telegraphic communication, the rest-houses and especially the shelters on both passes crossed, have materially relieved the isolated status formerly attached to this station. The first two stages are usually done by boat. If the river is in good flood, the traveller who leaves Srinagar in the evening will find himself at Banyari the following morning at daybreak, and will immediately cross to Bandipur. If it be necessary to hurry across the lake, an extra crew should be entertained at Hajan. The day at Bandipur will probably be occupied in making final arrangements for the march.

The road to Bandipur leaves Srinagar by the first bridge, and leads for Baramulla. At 4½ miles, it turns off to the right, for Shadipur, by a *kutchha* 10-foot road. The Shadipur Nallah is crossed by an iron bridge placed high above the stream. The Jhelum is next crossed four miles lower down by the bridge at Sumbal. The road beyond skirts the South shore of the Manasbal Lake, and continues on under the mountains on the right, above the North shore of the Wular Lake, passing Ajais, Saderkut and Nadihal. The Erin Nallah is crossed by three bridges, then comes Noos, and Bandipur is a mile ahead.

2.* Bandipur to Tragbal.—Distance, 11½ miles.

Starting, the road follows the left bank of this Nallah for two miles, and then crosses it by three bridges to Sunerwain and continues up the Bandipur Nallah to Fazilpura. Leaving Kralpura village to the right, at about five miles it begins to ascend the hills by long zigzags, one of which runs far into the Bhonar ravine on the left. The lower portion of the climb is up a bare hill-side, much exposed to the sun. After ascending 3,000 feet, the road continues nearly level for half a mile through a fine forest of Silver Fir, past little flowery spaces to the rest-house. From some of these spaces in the forest, beautiful peeps are obtained of the vale of Kashmir as well as of the distant Pir Panjal Range, "whose peaks separated from their base by a great depth of mist-hidden ground look (in certain lights), like the mountains of another world." The exposure to the full force of the sun makes this a somewhat trying march, and in a dry season little water is found fit for drinking purposes, which the pedestrian should prepare for. The water-supply at Tragbal was formerly very bad. This difficulty has since been removed. Water is now brought in by wooden troughs from a spring, Potesh-baz 3½ miles higher up near mile 15, which fills a closed masonry cistern at the Tragbal stage. During the summer of 1902 a second cistern has been built on the Haskalan Maidan, 1½ miles above the Tragbal rest-house for the use of transport ponies and drivers. The remaining portion of the leading supply trough will probably be soon roofed in. The rest-house is a fairly comfortable log hut of solid proportions. The chimney does not smoke, a great desideratum. There is a Bunniah's shop, and a chowkidar at the bungalow, during the season.

The naturalist will find the grey flying squirrel very common here, and numbers may be seen in the evening,

* For the revised description of this march I am much indebted to Mr. W. Mitchell.

attracted by the camp fires. The rare white-cheeked nuthatch (*Sitta leucopsis*) is also met with.

Near and about Tragbal are other pretty dells and places suitable for encampment.

3. Tragbal to Gorai.—*Distance, 12½ miles.*

In this march, the Rajdiangan Pass, 11,900 feet is crossed. The ascent continues from Tragbal for 2,400 feet, passing at first through forest, above which the road circles, up over open ground. The water troughs mentioned before are carried along this road from the spring, which is situated a little below, and to the left of mile 15. The upper portion of the pass is much exposed, and, in the early spring and winter, an icy blast blows across the ridges near the summit, cutting one like a knife. The natives have a story of a traveller, who, with his dog, was blown from a ridge near the top, and, found a mile away. At a place called the white rocks, serious loss of life occurred in the winter of 1890. At the most dangerous point a useful shelter has been built by the Telegraph Department for the protection of their working parties, who have to go out in winter to repair the line. Two miles further on, at the 18th milestone, another shelter-house has been put up, for the protection of large parties who may be caught in a snow-storm on the Pass. Since its construction in 1892, a large party of Government mule drivers owe their escape from death to the shelter-house provided. There are, in all, three intermediate shelters for travellers in the winter. The telegraph poles standing out bare and gaunt on the mountain side, are a friendly guide to the traxies, caught in a storm. On a clear day the view from the Rajdiangan is one of the finest in Kashmir. This may be said to apply to many mountain summits in Gilgit, Ladakh and elsewhere. But Nanga Parbat and Haramukh are a glorious sight anywhere. To the North rises the great mountain, to the N.-E. Haramukh 16,900 feet, to

the West, range upon range of the snows of Khagan, Shamshibri, and Kaj-i-nag, to the South and S.E. the fine peaks of the Pir Panjal, from Soondri 12,700 feet, overlooking the Banihal and Mohu passes, to Apharwat's ridge, 13,500 feet, above Gulmarg. One can sit and gaze for hours at such views. The visitor who has not yet* seen Nanga Parbat, should certainly make this trip; three days there and back (1) Banjipur to Tragbal, (2) Tragbal to Pass and back, (3) Boat.

Leaving the pass, the road descends by zig-zags to Zedkus 9,050 feet (the old stage), through a forest of silver birch, and silver fir ; thence it runs comparatively level, to Gorai, two miles further down the stream. The birch forests have been ruined, by that arch destroyer of game, the Kashmiri and Poonch goat-herd. The later part of this march passes through charming forests and over several nice brooks. The rest-house, a stout log-hut, is prettily situated and has been provided with new chimneys. No supplies of any kind are available.

4. Gorai to Gurais.—*Distance, 16 miles.*

This is an easy march as regards gradients. The road follows the left bank to Kanzilwan, a village situated in the forest on the opposite bank, above the junction of the Zedkusi stream with the Kishenganga River. The road then crosses the Zedkusi, and a little below, four miles from Gurai, the Kishenganga River is spanned by a picturesque cantilever bridge of masonry and deodar. The new road follows the right bank of the river, over bare hill-sides passing the suspension bridge opposite the

* For the benefit of those who, owing to bad weather conditions elsewhere, have been unable to see this mountain, the following note may be useful. On the Beramula road, at milestone 4 to the right, due North, the white outlier of Nanga Parbat just shows in a line over the dip between Aha-Tung hill, and the mountain side beyond. Gradually the snowy peak clears itself and at 4 miles stands out boldly, well contrasted against the darker near mountains. The morning must be clear and cloudless, as when I saw it on October 20th, 1908.

Gurais fort, one mile short of the stage. The old road crosses the Kishenganga near some Gujar huts by a country bridge about the 10th mile, running through some lovely glades, then over a spur, beyond which is the fine Poplar plantation at the entrance of the Gurais valley proper. The rest-house is about a mile above the Fort, on the right bank of the river. The new chimnies draw well. Supplies are obtainable. P. O. and T. O.

Gurais, 7,800 feet above the sea, is one of the prettiest valleys in Kashmir. Its length is about ten miles, and its width from a mile to mile and a half. It is composed of several villages scattered about the plain, clusters of picturesque log huts. Beyond the last village is a fort, or more properly a godown occupied by the Naib Tahsildar. The greater part of the valley is under cultivation. On the opposite bank of the river are grand cliffs, limestone hills, which rise almost perpendicularly 2,500 to 3,000 feet above the river. Behind Gurais, to the south, are wooded mountains and some pretty valleys. Nearly opposite the middle of the valley is a gorge in the centre of the cliffs on the North. Up this gorge, a track leads to the heights above, which still hold a few ibex, but here, as at Gugai, generally only small heads will be obtained. From Gurais to the summit, where a camp can be pitched, is a very hard climb, and occupies coolies with loads the whole day—12 hours. Gurais is celebrated for its ponies, which will also be found running wild on the grassy slopes above the cliffs. From the Gurais Fort, a short cut for coolies and foot travellers runs up the Nallah at the back of the Ziarat, direct to the top of the Rajdiangan Pass and on to Bandipur.

This beautiful valley, though most easy of approach, rarely attracts ordinary visitors. Few ladies have seen it. Its general surroundings, the valley, structure of the houses, its moderate climate tempered by a constant breeze make it worthy of a visit by all who claim to know Kashmir.

The people of Gurais are of Dard descent, but have now a considerable mixture of Kashnuri blood in them.

At Kanzilwan previously mentioned, the river makes an abrupt turn to the north. Between this turn of the river and Gugai, the valley becomes so narrow and the hill-sides so steep that in spite of a favourable climate very little cultivation exists, and there are but few inhabitants. Up the valley a difficult sporting route leads over the Gugai Pass, to the western feeder of the Astor River.

The marches are as follows :—

1. *Kanzilwan to Thoabut.*—10 miles. Baktaor is a delightfully situated village on the river, three miles below Kanzilwan. The path to it just rideable, passes through pretty patches of forest, across two fine margs, which are about 200 feet above the river. Sirdari is five miles below Thoabut and Phulwain, five miles further down. On the heights above Baktaor and those facing Kanzilwan one sees tracks on the mountain side, along which, late in September and in October, stag are said to pass from the seclusion of the dense Kanri forests to Kashmir, after the growth of the horn.

2. *Gugai.*—Follow up the Gugai stream, branch off at Chota Gugai and camp under pass. The going is difficult owing to water continually crossing the tract.

3. *Burzil.*—10 miles. Cross pass over 12,000 feet. The ascent to the crest occupies five hours after climbing four intermediate ridges, each of which looks like the summit. The first part of descent is very steep.

4. *Riat.*—10 miles. March down valley.

5. *Lohinhadar.*—10 miles. Crossing the Kamri River.

6. *Astor.*—Four marches, 39 miles, see Kamri route ahead. This is a sporting route open only to pedestrians. In the seventies some good ibex were occasionally bagged in Gugai.

*Gurais to Dras by Tilail Valley.—Authority,
De Bourbel.*

No.	STAGES		Distance in miles.	Altitude.	REMARKS.
	From	To			
1	Gurais ..	Churuwan ...	4		Cross by Burzil Bridge.
	Churuwan ..	Lorloken ..	11		Cross Chakbal ridge, 11,000 feet at 8½ miles. Descent steep and slippery of 2,000 feet. camp small, grass plain on edge of thick forest.
2	Lorloken ...	Burnai ..	1½		
	Burnai ..	Zadgai ..	2		
	Zadgai ..	Purana Tilail	2		
2	Purana Tilail	Badagam ..	10	8,250'	Village and Thana.
3	Badagam ..	Bodal ..	9		Village and Thana.
4	Bodal ..	Gujrind ..	5½		Hamlet.
5	Gujrind ..	Abdulhun ..	7½		Cross Koombal Pass 13,000 feet at 8 miles.
	Abdulhun ..	Koradgai ..	16		Hamlet.
6	Koradgai ..	Haobel ..	19		Village.
7	Haobel ..	Mushki ..	9		Series of small, villages : one fort and Thana.
8	Mushki ..	Dras ..	7		See Chap. XVIII.
	Total distance		81½		

5. *Gurais to Pachwari.—Distance, 13½ miles.*

The road continues up the barren right bank of the Kishenganga, towards the Tilail gorge. The valley is here blocked by a high pyramidal mountain. On one side of this mountain (the right), through a wild pathless ravine, issues the Tilail River, the true source of the

Kishenganga; on the other, the Western, escapes the smaller and clearer river, the Burzil, rising near the pass of the same name. The Astor road continues on the right bank of the latter for $2\frac{1}{2}$ miles. A mile above Charwan, a large village, where the road diverges to Ilail, the Astor road crosses to the opposite bank returning again, a mile further up. The valley up which this march runs is narrow and bounded by high mountains, on the slopes of which is a good deal of Pine forest, which, as the level rises, is replaced by Spruce and Silver Fir.

Small patches of cultivation are passed, where the villagers have terraced the alluvial plateau bordering the river, and where scanty crops of buckwheat and peas are grown.

At Bangla (8,200 feet), 10 miles from the Gurais bungalow, the route to Astor by the Kainri Pass turns off and up to the left for Gurikot of Gurais. At Pachwari the same accommodation is provided for travellers as at Gurais, and milk and fowls can be obtained with some difficulty.

6. Pachwari to Burzil Chowki.—10,740 feet, distance, $11\frac{1}{2}$ miles.

A march with an easy gradient up the open grassy valley. At 5 miles, Minimarg is reached, where the Telegraph Office is maintained all the year round, at the high elevation of 9,700 feet. The men are fully rationed, provided with snow shoes, and are made as comfortable as possible. But they lead a hard, lonely and monotonous existence, and, several lives have been lost by avalanches during winter and spring, when mending the line. No supplies are obtainable, except firewood. The bungalow is weatherproof, but not luxurious.

At Burzil the road turns off N.-E. for Skardu via the Deosai plain and the Burji Pass (see Baltistan).

7. Burzil Chowki to Chitium Chowki.—Distance, 16 miles.

A severe march. The road rises by a succession of zig-zags, for three miles, to the comparatively level

ground, at the top of the Pass. This is a dangerous spot, and it was here that the detachment of the 5th Goorkhas suffered severely in October 1891 when on their way to the Hunza Nagar Expedition. A severe storm set in about noon, accompanied by spindrift, and the track was quickly obliterated. Blinded by the deadly spindrift, whirling particles of frozen snow, the party were unable to find their way, and the whole night was spent on the pass. One officer, 5th Goorkhas, and some sixty camp-followers and drivers were severely frost-bitten. Many of the latter died at Astor, and all were more or less mutilated for life. This disaster following one in the previous year at the Rajdiangan Pass, to say nothing of unfortunate mail runners occasionally lost in the snow, caused measures to be taken to guard against similar accidents. A high shelter, resembling a lighthouse, has been erected on strong piles, 30 feet above the ground, at what is considered the dangerous place, and where travellers are most likely to lose their way. A second good structure, with a plinth of 10 feet above the ground, has been erected on the summit of the pass itself. The height of the pass is 13,500 feet, and it is seldom clear of snow for more than two months in the year. Five miles from the summit, on the Gilgit side, a third shelter has been built at a place called Sirdarkote. This might be useful for travellers returning from Gilgit in the early spring, as it would enable them to get close up to the Pass, and take advantage of any fine weather to cross. But, as a rule, it is only occupied by mail runners. Chillum Chowki is an indifferent rest-house and affords small comfort. Nothing but firewood is obtainable.

8. Chillum Chowki to Godai.—Distance, 17 miles.

Except as regards distance, this is an easy march. Four miles after leaving Chillum, the village of Das is reached; and again four miles further down, the village of Krim (Khirim), 10,500 feet. These are both inhabited by Dards, a more manly and generous race than the

Kashmiris of the valley proper. Milk and sheep are procurable at these villages. Just below Krim, a very peculiar avalanche of stones took place in September 1888. Immense masses of stone, which had apparently been collecting for centuries, suddenly broke away from the Moraine at the head of a side nallah, and came thundering down the hill-side into the stream, which was blocked by the debris, so as to form a small lake,—still existing. At Das the traveller sees the first cultivation North of the Burzil. Barley and peas are the staple products. The bungalow at Godai is a comfortable one, and supplies are obtainable. A few hours' sport may be had in the stream amongst the snow trout.

9. **Godai to Astor.**—*Distance, 16 miles.*

The road follows the right bank of the Burzil. This march at one time was an extremely difficult one, but is now comparatively easy. Seven miles from Godai, the village of Nowgam is reached, and a very prosperous appearance it presents. Indian corn flourishes, and wheat, buckwheat, and lentils, grow well. Potatoes are cultivated and fruit is abundant. The ruling family is of Persian origin and, like the Rajah of Astor, claims descent from the followers of Baber. Just above this village, in July 1894, a mud flood came down and blocked the stream, forming a lake of respectable dimensions. This has greatly increased the picturesque appearance of the village, but at the cost of many fine acres of arable land, and the much-prized polo ground. Half a mile below Nowgam, the road crosses to the left bank of the stream; here a most turbulent torrent, by cantilever bridge of 80-feet span, and again re-crosses to the right bank a mile further down. About three-quarters of a mile from the lower bridge the Burzil joins the Kamri stream; both uniting to form the Astor River, which is here spanned by a wire rope suspension bridge. The road skirting the prosperous village of Gurikot (of Astor), follows the left bank to

Astor, seven miles distant. It was on this march, when approaching the mouth of the gorge through which the Burzil River enters the Astor Valley, beyond the high old Moraine which blocks the side valley, that the Alpine traveller, Sir Martin Conway, was struck with the greater scenery of the Hamalayas. "It was here, for the first time, that the scales of the Alps fell from my eyes ; the mightier magnitude of these regions was revealed to me, and nature took on a vaster, if not nobler, magnificence." Astor, called Hasora by the Dogras, is built on a plateau high above the river. A Rajah resides here, as well as his Wazir, who has a country house at Gurikot. There is a good polo ground, also a large fort, a dispensary, and a small garrison. In spite of its high elevation (7,838 feet) the climate is decidedly warm in the summer, and most trying heat is experienced on all the marches ahead. There is a good rest-house, also postal and telegraph offices.

Four miles above Astor, now the summer quarters of the Gilgit Agency, is one of the most lovely camping grounds it is possible to imagine. A riding path starting from behind the fort takes one up, and this beautiful plateau suddenly comes into view as a delightful surprise. Small pine-clad spurs run down and surround it. Tiny streams ripple down the two sides of this nature's polo-ground, covered with springy velvety turf. At the further end, Nanga Parbat's Southern spurs, white with eternal snow, rise grandly above everything. This plateau bears the local name of Jubarkhan.

10. Astor to Daskhin.—*Distance, 15 miles.*

Formerly, a most trying wearying journey ; this is now one of the easiest on the road. The road gradually descends to the river. The almost vertical cliff at Turpi, six miles below Astor, is now negotiated by means of a gallery a little above the highest flood-level of the river ; and the former tedious ascent and descent of nearly 4,000 feet is saved thereby. The side streams at

Harcho and Liskomb, 11 and 12 miles respectively from Astor, which join the river on its left bank, are liable to mud floods. A remarkable one occurred in 1894, which carried away both road bridges, and is described by an eye-witness as having come down in a wall of liquid mud, nearly 20 feet high. At Daskhin there is a comfortable bungalow, and supplies are obtainable. The Bulder and Rakiot Nallahs, once celebrated for Markhor and Ibex, can be reached from Daskhin and Harcho.

11. Daskhin to Dolan.—Distance, 11 miles.

This is in every respect an easy march, four miles of which run through the Muskhin Pine forest, which contains the *Pinus Gerardiana* or edible pine. The bungalow at Dolan is of the same useful type as the general run of rest-houses on the road, and supplies are obtainable.

12. Dolan to Bunji.—Distance, 18 miles.

Description (1881)—Lower route. This may safely be termed a ghastly march. "No water is obtainable until close to Ramghat. The road is most difficult. It consists of ups and downs, ins and outs, over hideous rocks. In summer the heat and glare are excessive and trying, while there is danger from rocks and stones constantly falling from "above."

Description (1901).—"This once-dreaded march, thanks to the firm of Spedding & Co., is now comparatively simple". The first ten miles are through the Hattu Pir and the Shaitan Nallah. Mr. Appleford and the men who cut the road out of solid rock in the dangerous portion, where many lives* were sacrificed in its construction, deserve all credit for the result. The utter desolation of this part of the country must be seen to be appreciated. A friend writes to me: "Dante's Inferno, as depicted by Gustave Dore, falls short of the awe-

* Fifteen men were killed and 26 damaged for life.

inspiring and savage grandeur of the Hattu Pir." Few travellers will, I fancy, pass certain rock galleries in this portion of the road with feelings unmoved, as they gaze into the depth on the torrent raging through the wild gorge hundreds of feet below. Ten miles from Doian, the Astor River is crossed by a wire suspension bridge at Ramghat. The road to Chilas, 46 miles distant, here turns off to the left, following the Astor River to its junction with the Indus, a mile lower down. A brief account of the road to this very isolated outpost is given later on.

The neighbourhood of the Hattu Pir is associated with the great Indus flood of 1841. South of the Hattu Pir, half a mile below where the Lechar Nallah joins the Indus, and six miles from Ramghat, as the result of an earthquake, a whole mountain side subsided into the river, completely blocking the flow of this mighty stream. For six months, the waters accumulated behind the barrier. The Indus rose to the level of the Bunji, and the tidal line can be seen to this day on the opposite shore. A vast lake formed, which extended back up the Gilgit Valley to its junction with the Hunza River, a distance of 35 miles. The dam held until the water rose and began to flow over; then the huge volume of water forced the barrier and the lake emptied itself in one day. Great loss of life and property followed the course of the tidal wave. The Sikh army, camped in the low plain of Chach on the banks of Indus near Attock in the Punjab, hundreds of miles away, was swept away. At two o'clock in the afternoon one day in the beginning of June, the waters were suddenly seen coming down on them. The camp was completely overwhelmed; 500 soldiers at once perished; only those escaped who could reach the hill-sides. A native witness somewhat pithily describes the scene: "As a woman with a wet towel sweeps away a legion of ants, so the river blotted out the army of the Rajah."

In 1858 a second flood occurred, caused in the same way by the bursting of the barrier of an artificial lake, formed by a landslip that took place in the Shinshal Valley in Hunza. This flood swept down the Hunza and Gilgit Rivers to the Indus, producing a wave, by which the waters of a large tributary, the Kabul River, were penned back, and overflowing destroyed the British cantonment of Nowshera in the Punjab. The interesting account of these floods has been taken from Drew.

A little ahead of Ramghat is the Dashkut or Misikin stream, a formidable torrent for dák runners during summer in former days. Passing this, the road rises to Bunji, once a richly cultivated plain, now a hideous desert. Bunji or Bawanja (52) is said to have reference to the numbers of villages that covered the plain previous to the flood of 1841. It is now a military post necessary for guarding the bridges over the Indus and Astor Rivers.

There is a Post and Telegraph Office, as well as a small bazaar. The heat in summer is most severe, and one may here remind the pedestrian to carry drinking water on this march. The redeeming feature of Bunji is a wonderful inmountain sight. Looking down the Indus Valley, a view of the North side of Mount Nanga Parbat, 26,600 feet, peak and range is obtained. Twenty-two thousand feet of mountain face, rocky slopes, precipices, glaciers, icecliffs and snow-fields are seen at one glance. This glorious and impressive view is one of the unique sights of the world. No other mountain in the world is thus disclosed, the majority of high peaks being shut off by foot ranges. Sir Martin Conway was greatly impressed with this view. "Northward we beheld Rikapushi (25,500 feet) lifting his silver spear, with the many pointed mass of beauteous Deobanni (20,154 feet on his Eastern flank, and a white outlier of Haramosh (24,270 feet) further to the right. But southward was the great view. There the clouds played at hide and seek

with majestic Nanga Parbat, and presently ran away disclosing the whole mountain from its (then) unexplored base in Chilas, which the Indus washes, to its long and splintered crest. To sit and watch the evening light, upon 16,000 feet of ice and snow, was a pleasure granted to few; we enjoyed it to the full in silence and amazement."

13 Bunji to Safed Pari.—*Distance, 18 miles.*

The summer heat during the next two marches is very trying, being quite on a par with the plains of the Punjab. The road follows the sandy plain to the Indus for seven miles. At mile 199½ the great river is crossed by an iron wire suspension bridge with a span of 335 feet. This bridge was designed by the late Mr. Warwick Johnson, M.I.C.E., and the structure completed in 1893. It is called the Pertab Singh Bridge after H. H. the Maharajah of Kashmir. The ascent from the bridge on the North side is precipitous, and a succession of short zigzags carries the road into open ground. Ten miles from the bridge is the Safed Pari rest-house. No supplies are available, and the place is desolate in the extreme. If supplies are needed, reference should be made beforehand to the State Civil Officer, Gilgit. As far as Minawar, 9 miles short of Gilgit, the road is entirely across an arid hot desert, and is generally ridden over as quickly as possible. Previous to the construction of the suspension bridge, in winter, the Indus was crossed by ferry, and in summer by raft, opposite the village of Sai, 1½ miles above Bunji. The passage of the Indus opposite Sai is associated with the recapture of Gilgit by the Dogras, a strategical movement which redounds greatly to their credit. The incident is as follows: The Commander-in-Chief "Sainee Des" of the Kashmir Troops having engaged the attention of the Gilgit Troops at Sai Fort, keeping up a desultory fire during the day-time, withdrew in the evening to Bunji. Here several hundred goats were quickly killed and skinned. By inflating these with air, he was enabled by

their aid silently to cross the Indus near Sai at night with a sufficient force to attack the enemy on the other bank. The surprise thus planned was complete, and the bold Commander-in-Chief, by most plucky dash, thus secured the road to Gilgit which fell the second time into the hands of the Maharajah. The intense cold of the waters of the Indus was sufficient to numb the muscles of many brave Dogras, who perished in the stream.

14. Saled Pari to Gilgit.—*Distance, 18 miles.*

Between Chamogah and Manawar is the famous Khup Sing Pari, where the Kashmir Army was destroyed in 1852. It is a narrow space on the bank of the river between the water and the alluvial cliff. On reaching the place, on his way to the relief of Gilgit, General Bhup Sing found the road barricaded with *Sangars*, stone walls some of which are still standing. These were held by the united forces of Hunza and Nagar, who surrounded the army and, after starving them out, cut them to pieces. A hundred or two were taken prisoners and sold into slavery. One of them, a child then, was afterwards my shikari at Gilgit. This defeat was not completely avenged until 1891, when a small force, composed chiefly of Kashmir Imperial Service Troops, under Colonel A. Durand, broke the long-boasted power and bravado of these turbulent and isolated tribes and drove the Hunza ruler into exile. Opposite Chamogah left bank, a very fine suspension bridge has been thrown across the Gilgit River, thus opening out the left bank for settlers and cultivation. Manawar is a large village at the mouth of a Nallah named after it, and between it and Gilgit are the Sakwar and Koomber ravines. Four miles short of Gilgit, the Hunza stream joins the left bank of the Gilgit River. Looking up the Hunza Valley the Nelta Peak, 20,000 feet, is the striking object. This peak is also visible from near Doian.

Gilgit, a military cantonment, as well as the headquarters of a large district, is now a very important

frontier station. It is in charge of a Political Agent. The Agency stands in a plateau about a mile above the fort. There are hospitals under the care of the Agency Surgeon; also Post and Telegraph offices. In winter the climate is cold and bracing, though snow is rarely seen. In spite of its elevation, 4,896 feet, the summer heat, June to end of August, is severe, and sandflies are very troublesome.

One of the earliest explorers of Dardistan, Lieutenant G. W. Hayward, lies buried in the corner of the orchard below the Agency garden in Gilgit. Hayward, then on his second journey to Yasin, was murdered at Darkut, 8 marches beyond Gilgit, by order of Mir Wali, King of Yasin, whom he had made a friend of, and had unwisely promised to bring his complaints against the Kashmir Government before the Viceroy of India, who was not disposed to interfere. According to Mr. Drew, "Mir Wali was vexed at Hayward having effected nothing for him, was annoyed to see baggage containing gifts of great value going on for others, beyond his dominions; and, lastly, was enraged at an angry discussion between guest and host." For Mir Wali, a man who thought little of taking life (murder being a minor offence in these parts), this was sufficient cause for murder and robbery. The story of the murder is very sad and peculiar. Aware of his danger at the time from a party of men sent out by Mir Wali, with the feigned object of escorting him over the Pass, Hayward sat up all night writing, with his rifle across his knees and his revolver beside him. His servants had been guarded in the evening. Towards dawn sleep overpowered him, and his head fell forwards on the table. This was the opportunity waited for by the men who were watching him. Pulling away the tent poles suddenly, the tent fell over him as a net. He was seized, bound, taken outside, and told he was going to be killed. Hayward begged as a favour to be allowed to see the sun rise once more, and promised, if permitted to go up to an adjacent mound,

he would return of his accord and meet his death. This request was granted, and he was unbound. Ascending the mound alone, he kneeled down, faced the rising sun and prayed. After a short time, he rose and returned to his murderers quite calmly. They are said to have drawn their swords, and to have commenced a war dance, when one man suddenly cut down Hayward, and the other assassins followed. The corpse, it is said, was not buried, but covered with stones under a rock. The coolness displayed by Hayward impressed even his murderers greatly, and, according to the local story, had he delayed his return some time longer his life might have been spared. His five servants, with one exception met the same fate. Three months later his body was recovered through the efforts of Mr Drew, who recognized the remains by the beard attached to the skull. Hayward's murder was never avenged by us, and during my stay in Gilgit, 1881, this was always looked upon locally as a wondrous anomaly. According to Sir George Robertson, Mir Wali was some time after ousted and slain by his own brother, Pahlwan Bahadur, who subsequently, in 1880, headed the rising against Gilgit when Colonel John Biddulph was Agent. Pahlwan himself, "in *sui more*" was eventually murdered.

Hayward's gravestone, now shaded by vines, records :

Sacred
TO THE MEMORY OF
LIEUTENANT G. W. HAYWARD,

*Medallist of the Royal Geographical Society of London,
who was cruelly murdered at Darkut, July 18th, 1870,
on his journey to explore the Pamir Steppe.*

This monument is erected to a gallant officer and accomplished traveller by His Highness the Maharajah of Kashmir, at the instance of the Royal Geographical Society of London.

Bagrote.—Nearly opposite Manawar, on the left bank of the Gilgit River, is the Bagrote ravine, which was visited by the late Colonel H. C. B. Tanner (then Agent at Gilgit) and myself in March 1881. Crossing the Gilgit and Hunza River by rope bridges, three marches took us up to the head of the Nallah where are great glaciers. On our return journey we crossed the Gilgit River below Manawar on a mussuck raft. Since then, communications have improved, and one can cross the Gilgit River by a suspension bridge opposite Chamogah, four miles below Bagrote. The valley has also (1892) been visited by a party of mountaineers, and Sir Martin Conway has described this region very fully in his charming book "Climbing in the Karakorum Himalayas," Bagrote claiming their first attention. The extent of glacier area is some 100 square miles.

The Nallah lies hidden between the great peaks of Rikapushi, Dirran and Deodunni. The head of the ravine is formed by two valleys filled with glaciers, the Dirran Range separating the two branches. The crown of Dirran rises to 24,470 feet. The Western glacier is free surface moraine and broken into seracs, a weird and wondrous sight. The Eastern glacier is covered with moraine for some ten miles from its snout. Sat is the last village up the valley. In winter, flocks of snow pigeon (*Columba leuconota*) are seen here, also hares. In early spring the thundering reverberations of snow avalanches are constantly heard above Sat.

Route by the Kamri Pass.*

The route by the Kamri Pass now calls for some description. The marches are as follows :—

* For the latest additions to this route I am indebted to Captain Macintosh, R.A.

No.	STAGES.		Distance in miles.	REMARKS.
	From	To		
1	Gurais	... Kamri	16	Bungalow.
2	Kamri	... Kalapam	14	Cross Kamri Pass 14,050 feet. No bungalow.
3	Kalapam	Shankargarh	12	Bungalow.
4	Shankargarh	Rattu	15	Bungalow. P. O.
5	Rattu	Astor	20	Dos. P. O. & T. O.

The bungalows are bare rough log huts, of the old Kashmir style. In two, Rattu and Kamri, are a couple of chairs and table. There are no beds in any. If marches 2 and 3 are completed in one day, as is usual, tents can be dispensed with. The new road is a six-foot bridle path on a good alignment, and is kept in fair repair. As an alternative route, it possesses the advantage of abundance of fodder for baggage animals and is used by traders on their return march. The scenery is grander, and two of the views alone compensate for the trouble of the journey.

1 Gurais to Kamri.—Distance, 16 miles.

The first ten miles of this march follows the Burzil Road as far as Bangla. At Bangla (8,200 feet) the Kamri route diverges and zigzags up a spur to the left. About a mile further up is the little village of Gurikot of Gurais, and above it, to the right, a small hollow where travellers used to camp at 9,200 feet. The road goes mostly over open hill-sides, occasionally passing through a small pine forest. In the summer (July) these mountain slopes are a wonderful blaze of colour. Yellow and purple asters, wild geranium, white sweet-scented columbine grow in wild profusion, as well as quantities of Edelweiss. The hut is situated in a clearing in the

forest. Supplies are difficult to obtain and water is scarce, the two springs close by often running dry.

2. Kamri to Kalapani.—*Distance, 4 miles.*

The Kamri Pass, 14,050 feet, is crossed in this march. For the first half mile the road winds through forest. About a mile further up, at 11,000 feet, is a camping ground, Mehta Dup, used by the Imperial Service Troops on their march to and from Rattu Pir. It is a much exposed position, and marks a disaster that occurred many years ago. A detachment of sepoys, with their commandant Mehta was here caught in a blizzard and nearly half their number were frozen to death, or perished in the snow drifts. Hence the place is called Mehta Dup. Two and a half miles of easy ascent along the open hill-side, still covered with flowers, gradually becoming scarcer, brings the traveller to the highest point of the pass. One should try to reach the summit as early as possible : for clouds collect around the higher peaks after 7 or 8 A.M. If the horizon is clear, a glorious view bursts upon the traveller, as he gazes with admiration perhaps mixed with awe, on the great mountain of the Northern Himalayas, and on the many peaks supporting it. *The base covered by the central mountain and neighbouring peaks, according to Vigne, covers an area of seven miles.

On commencing the descent, one crosses a grassy or snowy level, as the case may be, for 300 yards, and the path then zigzags down by a steep gradient to the head of the Kamri River. For nearly two miles the ground is swampy ; the river then turns to the left, and the road, crossing it by a snow bridge, continues down the right bank.

Kalapani is a stream about 10 miles from the top of the pass, which joins the right bank of the Kamri. There is now a village beyond it, whence a few supplies can be obtained. But if the elements are favourable, the traveller is advised to push on to Shankargarh. As one descends to the zone of trees, on the left bank are

often patches of birch forest, from the valley bottom far up the mountain side, enveloping woods of dark pine. In the cover of these dense forests the Kashmir stag are said to lie up during the growth of the new horn. The little tracks one occasionally sees running across gaps in the forest are said by the shikaris to be the paths followed by stags at night. Red bears are found here in the spring.

3. Kalapani to Shankargarh.—*Distance, 2 miles.*

The road continues by an easy gradient along the right bank of the Kamri River, mostly crossing the gentle slopes between the foot of the mountains and the river. At one spot a nasty corner is turned, where the road passes along the face of a precipice overhanging the river, a narrow place, where accidents occur to baggage animals. Shortly after this the road takes a turn to the right, over a small open plain: after about half a mile across this, it bears away from the river towards the mouths of the Nallah, where is situated the rest-house. Shankargarh is on the left of the large stream (known formerly as Lohinhadar) which comes down from the Nallah to the East, passes close to the North front of the bungalow and joins the Kamri stream half mile lower down. From the pass to this point, up to the year 1881, no habitations or cultivation were met with. A certain loneliness and melancholy, hard to define, prevailed, perhaps intensified by the traces of former cultivation, and the marks of deserted villages; this desertion of the country was caused by the raids made by the Chilas people as late as 1850. Although raiding has long ceased, the homesteads and water-courses have not been rebuilt. Looking straight down the valley North from near the bungalow is a fine view of Nanga Parbat.

4. Shankargarh to Rattu.—*Distance, 15 miles.*

Just outside the bungalow, the stream is crossed by a wooden bridge known as Chicheri Kadal, and about

two miles beyond is the camping ground used by the Imperial Service Troops. At the end of the third mile, the hamlets and cultivation of Marmai are passed. Two miles further on is the Dirli Nallah, which, flowing down a wide bed, is split up into several streams before its junction with the Kamri lower down. Here are a few little water-mills.

On the North bank the road ascends a plateau. From this point at sunrise, before clouds have obscured the sky, Nanga Parbat suddenly comes into view. Intervening ranges hide the base, above which this grand mountain towers, white and majestic. The portion of pure unsullied snow, exposed to the eye, is in section at least 12,000 feet. The trouble of the journey up to this point is well repaid by this sight. Measured on the map in a straight line, Nanga Parbat is only 22 miles distant.

From here for about four miles the path continues along the right bank of the Kamri River, sometimes passing through copses on the bank, sometimes rising over spurs jutting out into the river. A little short of the village of Chain, the road crosses the Kamri River by a wooden bridge to the left bank, first passing along level ground, through a village and cultivation, between hedges of wild roses, etc. The path then runs along bare grassy hill-sides, rising and falling over the different spurs. At four miles from the bridge, it rises steeply to the corner of a long spur dotted about with a few pine trees; turns sharply to the left, and emerges suddenly on to the Rattu Plateau. Rattu is a plateau situated between the Mir Malik and Kamri Streams, which join lower down. It is about two miles long, with the greatest width of $\frac{3}{4}$ mile formed by undulating grassy hillocks. The grassy slopes on the Western side afford splendid grazing. The Western hills across the Kamri River are quite bare. *Pinus excelsis* is grown on the Eastern slopes, otherwise the Marg is bare of trees, with the exception of willows and junipers on the banks of the river. At

Rattu and most of the way down the Kamri Valley, caraway grows wild in large quantities. The sepoys collect and sell the seeds in the bazaars at Jammu and Srinagar. Delcious wild rhubarb is found on the sides of the Kamri River as far as Rattu. Snow trout are caught in the Nallahs at 2nd, 3rd and 4th stages ; they take the worm greedily. Urial frequent the hills about Rattu, but are mostly small. Bears are found at the Mir Malik ravine. During summer Rattu forms the head quarters of No. 1 Kashmir Mountain Battery and one Battalion of Infantry, K. I. Service, for whose accommodation huts are being gradually erected.

5. Rattu to Astor —*Distance, 20 miles.*

The path descends sharply from the plateau to a wooden bridge, and soon crosses another pine bridge, which spans a torrent running down from the left, and Chagam is reached in about 3 miles. Here walnut trees are seen. Onwards the villages are mostly shaded by fruit trees. Three miles beyond Chagam the path drops down to the Rapal Nallah spanned by a picturesque bridge. On the far side, the traveller must pause to gaze up the Nallah and enjoy the perfect near view of hoary Nanga Parbat. The artist has before him all the material for a great picture. The bridge for the foreground, the rugged pines and other trees on each flank, the snow mountain towering above. This scene was beautifully depicted in monochrome by the late Colonel H. C. B. Tanner, Trig. Survey, whose work I had the great pleasure of watching when we were quartered alone at Gilgit. The path ahead is uninteresting, the road crossing to the right bank, returning again to the left and after about five miles the orchards of Gurikot (of Astor) come into view. At Gurikot the Burzil and Kamri route join hands. Gurikot is 14 miles from Rattu, and seven good miles remain before Astor is reached.

The Rapal Nallah.—About 8 miles up this valley is the lovely village of Tarshing, its rich pastures bordering the great glaciers. Half way to it is the village of Chorit. Beyond Tarshing, is the Tarshing Glacier, above which the mountain towers in a great rocky mass. This glacier is associated with a considerable flood. In 1850, the waterway underneath it became blocked, and a lake was formed in the valley above, which increased much during the spring, until it became a mile and a-half long, with an extreme depth of 300 feet. Men had to be put on the watch; as soon as the water reached the top and began to flow over, word was sent down the valley and all fled to the hill-side. A disastrous flood ensued, that lasted three days, which destroyed the prosperity of the village "Choi" by altering the course of the Jzizil River, from which the valley was irrigated. In the Astor Valley at Gurikot and Daskhin some cultivated lands were swept away. This little account given by Drew is interesting as showing how floods occasionally occur in great rivers, which may affect places hundred of miles away, the origin being unsuspected and unknown. In the neighbourhood of Nanga Parbat, terrific storms not infrequently occur, producing great mud floods which sweep down side Nallahs. In 1881 such a flood occurred in the valley near Gurikot, and whole fields were destroyed, and buried in debris washed down. A little sport is to be obtained in the Rapal Nallah, but none, I believe, after May 30th. Numbers of the snow grouse—Ram Chicore—are found here. A track leads up a glacier over a shoulder of Nanga Parbat by the Thosho Pass, 17,912 feet, to Chilas by Bunar. A fatal accident occurred here some years ago. In 1895, Mr. Mummery, a well-known English climber, together with two English companions, attempted the ascent of Nanga Parbat. While exploring the mountain, Mr. Mummery, who was then accompanied by two Gurkas, disappeared; where, and how, they perished, has never been definitely ascertained.

Bunji to Chilas.*—Distance, 54 miles.

Chilas is closed ground to the visitor. It was formerly almost unknown country. The opening out of the Babusar Pass from Abbottabad, and the construction of a road down the Indus, has made it now as accessible as most out-of-the-way places.

The stages are as follows:—

No.	STAGES.		Distance in miles	REMARKS.
	From	To		
1	Bunji	... Lechar, via Ramghat.	13	B.
2	Lechar	... Juliper	14	B.
3	Juliper	... Bunar	10	.....
4	Bunar	... Chilas	17	B.

At each stage there are commissariat godowns. At Bunji and Juliper, are dâk bungalows.

The road follows the left bank of the Indus. It runs through a country probably the most desolate in the world, yet at the same time undoubtedly majestic in its desolation. The *desolation* is represented by a dead monotony in sand rocks, and, with the exception of four villages on the right bank of the river, the almost total absence of habitations; the *sublime*, by mighty precipices, which in many places rise sheer from the river. From June 15th to September 1st, the heat between Ramghat and Chilas is greater than that of the Punjab before the rains break. During spring and autumn a noxious insect called, the Chilas fly, exists in myriads at every stage. Its bite raises a blood blister, which, if scratched, is apt to become a nasty sore. In summer, owing to the intense heat, people, as a rule, travel only at night;

* For notes on this route I am indebted to Captain Macpherson, Political Department.

and on the same account the entire population lives high up in adjacent Nallahs, at a distance of 8 to 10 miles from the Indus. The only relief to the eye comes from patches of lucerne cultivation recently planted by the Commissariat Department near some of the levy posts. In such a country supplies are unobtainable without long previous notice. Wood and rations for man and beast are kept up by the Transport Department. The road is 6 feet wide and mostly bridged. It passes some precipitous places, above very awkward drops, but, on the whole, it is an excellent pathway for this part of the world, and there are many level places where one's pony can be sent along at a good pace. The great landship before mentioned is crossed near Lechar.

Bunji to Babusar Pass and Abbottabad, Punjab.

STAGES.			Distance in miles.	REMARKS.
No	From	To		
1	Bunji	Bunar	37	Described previously.
2	Bunar	Singol	18	B.
3	Singol	Babusar		
4	Babusar	village	13	
5	Babusar	Gittidas (12,100 feet)	8	Cross Babusar Pass 13,589 feet.
6	Gittidas	Besul	11	Pass Lulu Sar Lake.
7	Besul	Burawai	13	Road follows Kunhar River, passing Kotawai and Seri.
8	Burawai	Buttakundi	8	
9	Buttakundi	Narang	9	Passing Sakoch.
10	Narang	Khagan	14 1/2	
11	Khagan	Mahandri	10	
12	Mahandri	Kawai	15	
13	Kawai	Balakot	13	At Bisyan a road leads to Garhhabibula, 14 1/2 miles, and Domel (13) on J. V. Road, Kashmir.
14	Balakot	Jabah	10	
15	Jabah	Manserah	13	
16	Manserah	Abbottabad	16	

The marches **Bunji to Bunar** have been noted. Above Singol the aspect of the country changes like magic, from hideous sterility to well-cultivated fields, terraced on the hill-sides. Trees gradually appear, first the holly oak, then pine forests. The path winds up the Thak Valley, crossing from bank to bank, the clear water of this mountain stream being delightfully fresh and cool to the eye accustomed to the thick turbid fluid of the Indus. Thak is a large village of 100 houses six miles above Singol, and supplies of all kinds are procurable. Babusar village and rest-house is 7 miles higher up. The Babusar Pass 5 to 6 miles distant is 13,589 feet above sea level. At Basho, a village two miles above Singol, a Nallah joins in on the left. Up this runs a track to Niat, past the villages of Daloi, Theh, and Gasher. From Niat a path ascends and crosses the Kamukdori Pass, 15,008 feet, over which runs a track to Khel or Shardi and through the Lolab to Kashmir. This is a hill track fit for laden coolies, though venture some traders do bring a few pony loads of rice over this pass each year, the Kashmir pony being equal to the most difficult ground. Nine miles South of the Babusar Pass is the lake Lulu Sar, the source of the Kunhar or Nainsuk River, which eventually after passing Garhihabibula joins the right bank of the Jhelum River between Dulai and Domd.

The distance between the Babusar and Abbottabad is about 138 miles. The road is a well graded bridle path which, after crossing the Pass, follows the course of the Kunhar River, the whole distance from this point being in British territory.

There are bungalows at all stages

Bandipur to Chillas.

New and direct road.—The account of this route has been kindly given me by Major G. H. Bretherton, I.S.C.

Short road from Bandipur (Kashmir) to Chilas, *via* Lolab Valley, Matsil Nallah, Kel Valley, Baroi and Fasat Passes, and Niat.

This route, which was explored by Major G. H. Bretherton in 1901, is only 116 miles, as against 196 miles by the usual route, over the Burzil Pass, and *via* Ramgat.

It is probable that this route will shortly be made passable for laden animals throughout.

**1. Bandipur to Lalpura (Lolab Valley).—
Distance, 16 miles.**

Skirt the Wular Lake to Alsū : then cross the Nagmarg Range to Lalpura (Lolab Valley). Road good. Supplies obtainable : no rest-house.

**2. Lalpura to Upper Matsil Village.—
Distance, 15 miles**

March across Lolab Valley to Kuligam Village at Northern end ; then ascend hill leading over watershed into Matsil Nallah—a stiff climb of nearly 5,000 feet, but road fair for laden animals. Then descend Matsil Nallah along rocky path. Upper Matsil Village lies in a charming little open valley. No rest-house. Water, firewood and fodder, also perhaps sheep, fowls and milk obtainable.

**3. Upper Matsil Village to Pind Khan.—
Distance, 11½ miles.**

Road fair for laden animals ; but Matsil stream has to be crossed many times on this march, and it would be advisable to take coolies between 1st May and 15th August, as fording is difficult during that season. Coolies walk along an upper path, above the stream, and thus avoid fords. No rest house at Pind Khan. Water, wood, and fodder obtainable, also some milk and perhaps fowls and sheep.

4. Pind Khan to Kel (Khel).—Distance, 13½ miles.

After leaving Pind Khan the road is difficult for laden animals down the Matsil Nallah, for 9½ miles, until the

Kishanganga River is reached. In four or five places animals have to be unladen and helped past obstacles. At the junction of the Matsil Nallah with the Kishenganga River, the road crosses the latter river, to its right bank, by a country made cantilever bridge 90 feet long, 4 feet wide and 55 feet above the water. This bridge is practicable for laden animals, but it should be negotiated with care as it is very springy and has no handrail. No rest-house at Kel. Water, wood, fodder, milk, sheep, eggs, and fowls obtainable.

5. Kel to Mari.—Distance, 11 miles.

March up Kel Valley. Road fairly good for laden animals. Mari is a small village of Gujars. No rest-house. Water, fodder, wood, and milk obtainable.

6. Mari to Head of Bunar Nallah.—Distance, 15 miles.

Up valley to Barai Pass. Road fairly good for pack animals to foot of pass, but stony in places. Steep ascent to Kotal and steep fall on other side, but practicable for laden animals. Barai Pass is 14,250 feet and can probably only be crossed by laden animals between 21st of July and 15th of September. Laden coolies could cross it between 15th April and 31st October. The camp at head of Bunar Nallah is a desolate spot (11,500 feet.) No houses at all, and no people. Water and grass obtainable, but no fuel except Juniper roots.

7. Head of Bunar Nallah to Niat.—Distance, 15 miles.

Directly after leaving camp steep ascent to Fasat Pass begins. Descent to Fasat Nallah on far side is also steep. But pass is practicable for laden animals. Fasat Pass (15,200 feet) can be considered to be open for the same period as the Barai. Road fairly good for laden animals all the way to Niat. No rest-house at Niat. Water, wood, fodder and milk obtainable.

8. Niat to Singal.—Distance, 10 miles.

Road good. Rest-house at Singal with furniture but no *khansama*. Water, wood, fodder and milk obtainable.

9. Singal to Chilas.—Distance, 9 miles.

Road very good, being part of the Chilas—Bausar road.

**ROUTES BEYOND GILGIT, COMMUNICATED BY
MAJOR G. R. BRETHERTON, I.S.C.**

Route 1.

Route from Gilgit to Gupis in Yasin district.

This journey is usually done by troops in five marches as noted below. The road is a good six-foot track, eas for pack animals, except for a few precipitous ascent and descents.

1. Gilgit to Gullapar.—Distance, 21 miles.

A rest-house, water, grass, firewood and milk obtainable. No other supplies. Good chikor shooting.

2. Gullapar to Singal.—Distance, 13 miles.

Enter Punial State two miles beyond Sharot. No rest-house at Singal, supplies as at last stage.

3. Singal to Gakuch (Punial).—Distance, 11 miles.

Rest-house with beds and other furniture. No *khan-sama*. Supplies as at last stage. Supply and Transport dépôt. Grand chikor shooting.

4. Gakuch to Sumar (Yasin district).—Distance 15 miles.

No rest-house. Supplies as at last stage.

5. Sumar to Gupis Fort—Distance, 9 miles.

Garrison of Kashmir troops. Rest-house in fort. Grass, firewood, milk, eggs, fowls, sheep, and grain obtainable.

Yasin fort and village are 18 miles beyond Gupis. Road good.

Gupis to Ghizar.—Distance, 50 miles.

Usually done in four marches, namely, Dahimal, Pingal, Chashi, and Ghizar. Road fit for pack animals.

The journey from Gilgit to Gupis is sometimes done with light baggage in three marches, namely, Gilgit to Gullapar (Punial State), distance 21 miles. Rest-house with beds and other furniture. No *khansama*. Gullapar to Gakuch, distance, 24 miles. Gakuch to Gupis, distance, 24 miles.

Route 2.

Gilgit to Hunza.—4 marches. Road fit for pack animals.

1. Gilgit to Nomal.—Distance, 18 miles

Rest-house with furniture, but no *khansama*. Water, grass, firewood, milk, eggs, fowls, sheep and grain obtainable. Supply and Transport dépôt. Urial shooting near, and formerly there were grand ibex up the Nallah opposite.

2. Nomal to Chalt—Distance, 14 miles.

Rest-house and supplies as at last stage. Supply and Transport dépôt.

3. Chalt to Gulmit—Distance, 12½ miles.

No rest-house; water, grass, firewood and milk obtainable.

4. Gulmit to Hunza.—Distance, 18 miles.

Political Officer's house, no other bungalow. Water, grass, firewood, milk, eggs, fowls, sheep, and some grain obtainable. The palace of the Mir of Hunza is at this place.

Tables showing correct distances from Gilgit to different places in the Agency.

I. Gilgit to Gupis.

No.	STAGES.		Distance in miles.
	From	To	
1	Gilgit ...	Bosin ...	4
2	Bosin ...	Hinzal Village " ..	9
3	Hinzal Village ...	Sharot ...	19
4	Sharot ...	Gullapar Bungalow	21
5	Gullapar Bungalow ..	Dalnati ...	26
6	Dalnati ...	Singal ..	34
7	Singal ..	Gakuch ..	45
8	Gakuch ...	Hain Bridge ...	50
9	Hain Bridge ...	Hatun ..	54
10	Hatun ...	Hupar Pari ..	53
11	Hupar Pari ..	Somah (or Sumar) ...	60
12	Somah (or Sumar) ...	Roshan Fort ...	64
13	Roshan Fort ...	Gupis ...	68½
14	Gupis ...	Yasin Fort ...	18

Gupis to Shandur.

No.	STAGES.		Distance in miles.
	From	To	
1	Gupis ...	Julgai ..	15
2	Julgai ...	Pingal ..	8
3	Pingal ...	Chashi ...	11
4	Chashi ...	Ghizar ...	13
5	Ghizar ...	Shandur for Mastuj and Chitral ...	20

3. Hunza to Kilik Pass.

No.	STAGES		Distance in miles.*
	From	To	
1	Baltit (Hunza)	Atabad	8
2	Atabad	Gulmit	1 $\frac{1}{4}$
3	Gulmit	Passu	8 $\frac{1}{4}$
4	Passu	Khaibar	10 $\frac{1}{4}$
5	Khaibar	Khudabad	11 $\frac{1}{4}$
6	Khudabad	Misgar	10
7	Misgar	Murkushi	11 $\frac{1}{2}$
8	Murkushi	Kilik Pass	11

4. Gilgit to Ramghat.

No.	STAGES.		Distance in miles.
	From	To	
1	Gilgit	Juteal Cant.	3
2	Juteal Cant.	Sukwar Village	6
3	Sukwar Village	Manwar	9
4	Manwar	Pari Bungalow	19
5	Pari Bungalow	Pratap Sing Bridge	29
6	Pratap Sing Bridge	Bunji	37
7	Bunji	Ramghat Bridge	44

* Distances approximate not properly chained.

5. Gilgit to Chamogarh Bridge.

No.	STAGES.		Distance in miles.
	From	To	
1	Gilgit	Chamogarh Bridge ...	17

6. Gilgit to Baltit (Hunza).

No.	STAGES.		Distance in miles.
	From	To	
1	Gilgit	Pilchi	9
2	Pilchi	Nomal	18
3	Nomal	Chalt	32
4	Chalt	Gulmit	44 $\frac{1}{2}$
5	Gulmit	Phakar	54
6	Phakar	Nagar	68
7	Nagar	Dak Pari	12
8	Dak Pari	Gnech Nallah	26
9	Gnech Nallah	Kach Pari	29
10	Kach Pari	Chalt River Bridge	33
11	Chalt River Bridge	Nilt Fort	41
12	Nilt Fort	Thol "	42
13	Thol	Minapin	49
14	Minapin	Tashot Village	52
15	Tashot Village	Askardas Fort	58
16	Askardas Fort	Askardas Bridge	59
17	Askardas Bridge	Aliabad	61
18	Aliabad	Hunza Baltit	62 $\frac{1}{2}$

Astor Sporting Nallahs.—Mention has been made of the Bulderakiot Ravine, a Nallah first shot over in 1880, but which has, so I hear, since seen its best day.

Between Daskhin and Bunji on the right bank of the Astor River are several Ibex and Markhor Ravines.

Dichil is the first. It is reached after a steep descent from Daskhin, and crossing the Astor River by a rope bridge. To look at, this is one of the easiest and shortest of *jhulas*. Yet curiously, in 1879, a cooly carrying a load across, missed his footing, fell into the foaming torrent below, and his body was never seen again. It was at this bridge that my shikari, a man from Chogam, nearly fell in terror, he having never crossed one before. Otherwise he was a splendid cragsman. Colonel Tanner's servant, an equally good-climber, could not face a rope bridge. He had to be blind-folded and carried over.

The Dichil Ravine can also be reached in three difficult marches, by crossing the river at the Astor Bridge, keeping down the right bank of the river for four miles to the ridge of Laus; then, about 6 miles further on ascending a steep spur, leading into the Guri Nallah beyond. This is a narrow precipitous ravine. Beyond Guri is another tight Nallah, the Amatabar. Both, at their heads, hold moderate Ibex and small Markhor below.

Dichil lies next. The return journey can be made by the Astor River when an oorial may be picked up. Two curious places are passed on the way, steep slides of very fine sand, where one sinks nearly up to the knees in crossing. In summer, the sand becomes so heated by the sun's rays as to cause severe pain to coolies crossing with bare feet. This is a shikar route given me by Captain Mackintosh, R.A.

Years ago the head of the Dichil Ravine held grand Ibex, and some good horns must still remain. Next to the Dichil comes the Barduchi a very small ravine, then the Shelter Nallah where, for some curious reason, the Ibex hold very massive horns. The Misikin or Dashkat Ravine further down beyond the Ramghat Bridge, is a Markhor Nallah.

It is, however, a very difficult place to get into. A steep and awkward track leads into it by the spur above Ramghat. Should this road be followed, musselsocks with water must be taken for the coolies. Indeed, they generally refuse to go this road, even if double pay be offered. When the winter snowfall has been scanty, this Nallah may be marched up, after the middle or end of September. The first march is six miles up, and in doing it, the stream has to be forded 21 times. The water is very cold, while the heat of the sun is trying. About $1\frac{1}{2}$ miles up, on the right bank, a warm spring issues about 200 feet above the torrent. Vines also here grow wild. This Nallah was impassable years ago, but the formerly impassable cliffs have been probably undermined by the action of the stream which has forced a passage. The journey, however, is not without its attendant danger, especially to laden coolies. This route is of course open all the winter. From the first stage on the stream is followed for two more miles and forded three times, making a total of 25 crossings. Above this point, the stream is impassable, and the left bank is followed.

The Bunji Nallah further down, holds little game, but leads to better country.

The Dashkat Ravine leads on to Baluchi Nallah towards Haramosh and the Indus. Some fine heads have been shot in it.

CHAPTER XXIII.

THE TILAIL VALLEY.

TILAIL is an upland valley, where the chief head-waters of the Kishenganga take their origin. It is in fact the upward continuation of the Gurais Valley due eastward, but owing to the impassibility of the defile by which the river debouches into the Gurais Plain, and the loftiness of its mountain barriers, it is rarely visited except by sportsmen, and is indeed so isolated, that the people of Tilail, in dress and language, differ slightly from those of Gurais. Like them they are of Dard origin; but there is less mixture of Kashmiri blood. In former times Tilail was subject to the Rajah of Skardū, and the raids of the Astor or Chilas tribesman seldom penetrated to Tilail itself. He in turn raided on the people of Dras, a closely allied race. The valley can be entered by three routes. One from Gurais, another from Dras, a third from Kashmir. The marches, Srinagar to Gurais, are fully detailed in the Chapter (XXII) on Gilgit.

1. Gurais to Tilail, a few miles up the Astor route from Gurais, but on the opposite, or left bank, is the large village of Surnwain. Behind this is a somewhat steep ascent, chiefly through forests of *Pinus excelsa*, and *abies* or birch, to a grassy ridge 11,200 feet above the sea and 3,000 feet above the starting point. From this, there is a grand mountain view from the peak of Nanga Parbat, on the West, to the lofty Kolahoi, on the East. A steep descent of 3,200 feet leads to the Kishenganga again, a mile or two up which is the village

of Zadgai—altogether seven hours' journey for coolies. The stage is at the large village of Purana Tilail, two miles further on.

The valley is here characterised by flat meadows, often overgrown with dwarf willows bordering the river; at intervals are also higher plains, bordering side Nallahs. There is ample space for cultivation, and villages are numerous, though, owing to the heavy rain and snow-fall, only hardy quick-growing crops can be raised. Buckwheat and millet are the staple; potatoes are raised for export; doubtless also barley and wheat might be grown.

The valley bottom is very level for fifteen or twenty miles. It has formerly been a lake, of which the shore marks are plainly visible some hundred feet or so up the face of the bare Northern slope, and extending for miles above Purana Tilail. The Southern slopes being wooded show no trace of this. Probably both this and the Gurais Valley became lakes by the temporary blocking of the narrow walled gaps by which the river escapes.

If in a period of greater cold, as is possible, then a glacier from a side Nallah would be the origin of the obstruction, which, during a prolonged winter, might become of considerable size. Above Purana Tilail, the chief villages are Gerinal and Bodagam, the latter is the Thana.

2. The route from Tilail to Dras leads up the gradually ascending valley, crosses an easy pass, about 13,000 feet high, and in another march reaches Dras. The marches would be approximately as follows:—

(1) Purana Tilail to Goojroond	... 16 miles
2) Camp on Koorudji stream, 6 miles beyond pass, by Bhutkolan	14 "
(3) Dras by Muskh River	... 16 "

3. The route to Kashmir is more difficult.

It ascends from Gerinal to 11,000 feet, keeps for many miles along the grassy ridge, then descends to

Lohinsa, a camping ground in what is more like a hole than a valley.

From Lohinsa, 9,000 feet, it ascends to a ridge, 13,500 feet, and again drops to a grassy open-valley called Gadasar, 10,300 feet.

The following march ascends gradually round a grassy shoulder to a narrow pass, occupied by several shallow tarns, height 11,500 feet. Beyond this, there are two courses open. Coolies can descend straight to the Wangat Nallah, if the water is low, or there happens to be a bridge over the torrent at the foot of the descent. The usual road lies over a spur to the right (13,150 feet) and down to the grassy valley below Gungahal Lake, camping at Tronkol or Brahinsar Nag. Thence the road can be continued down the Brahinsar Glen, to Chittingool Village, or the track to Tronkol followed, dropping down to Nara Ruins, in the Wangat Valley, and on to Sind Valley below.

All the above marches represent 7 or 8 hours' journey for coolies. Ponies can traverse it, but not at all seasons, and always at risk to their loads if not to their limbs.

The shikari route from Bodagam to Sonamarg, which is also difficult and less known, was closed by a landslip in 1902.

The Tilail Valley was, in the seventies, a good place for Ibex, and the red bear was a sure find here.

CHAPTER-XXIV.

NOTE ON SPECIAL ROUTE MARKED IN MAP.

We will suppose the traveller to have reached Srinagar, where he can comfortably spend a week seeing places of interest in the city and neighbourhood, as well as making arrangements for his trip. No hard and fast rule need be followed. Valleys can be taken separately or trips made to the different lakes. I would certainly advise every traveller to visit the Konsa Nag Lake, or Gungabal Lake, with the latter of which goes Haramukh. He will have done a good deal then. May and June are good months for travelling. A good deal of rain falls in April, July and August. There may also be trouble from snow in May. September is a good month, but October, in ordinary years, is one of the best. Should he have sufficient time at his disposal the following is the line recommended :—

The Lolab	1. Srinagar to Sopor <i>via</i> Shadipur Canal, by boat, the river being in flood	say 2 days.
	2. Sopor to Awatkula up the Pohru River. This river must be in flood ...	" 3 "
	3. Awatkula by Kofwara to Lalpura Lolab	" 2 "
	4. Halt in Lolab Valley	" 7 "
	5. Lalpura to Alsoo or Ashtungal Woolar Lake <i>via</i> Nag Marg	" 2 "
	6. Alsoo to Bandipur (Noos)	" 1 day.
	7. Halt at Noos	" 1 "
	8. Bandipur up Erin Nallah to Chitrudur	" 2 days.
	9. Chitrudur to Gungabal Lake, halting at Sirhal if wood can be arranged for ...	" 2 "
	Carried over ..	<u>22 days.</u>

	Brought forward	... 22 days.
Sind	{ 10 Gungabal to Soonamarg	... 5
Valley.	{ 11. Soonamarg—Halt	... 4
	{ 12. Soonamarg, Sind Valley, to Pahlgam, Lidar Valley, via Koolan and Yamheur Pass	... 5
Lidder	{ 13. Pahlgam—Halt	... 4
Valley.	{ 14. Pahlgam to Amarnath and back	... 10
	{ 15. Pahlgam to Islamabad	.. 2
	{ 16. Halt	.. 2
	{ 17. Islamabad to Srinagar by boat	.. 2
	• TOTAL	.. 56 ⁰ days. *

or allow 60 days for bad weather and halts. *

CHAPTER XXV .

GULMARG.

GULMARG IS a grass meadow or marg, situated in the Pir Panjal Mountains, and well bearing out its name, which means "Flower plain." It is enclosed by low hills, spurs from the higher mountains, and crowned by thick forests of pines, which give it shelter and seclusion. Its actual length is about a mile and a quarter, but including the second marg occupied on the N.W. by two houses and the band quarters beyond, it covers about two miles. In reality Gulmarg is the head of a succession of margs, with intervening patches of forest, which extend some ten miles due West to Sopiali. Some of them, beautiful and extensive, are referred to later on. Its elevation, 8,500 feet above the sea-level, ensures a charming and temperate climate, although the heat of the sun often asserts itself powerfully. The only drawback is a somewhat heavy rainfall, and August is occasionally a very wet month. In winter the marg is covered with 20 or 30 feet of snow. A stream intersects and drains it, receiving in its course small feeders, which finally makes its exit on the S.W. aspect of the valley.

Gulmarg is a part of the mountain of Kashmir about which there is room for many opinions. But viewed favourably or otherwise its importance as a summer resort has, of late years, much increased. The British Residency, completed in 1890 and the annual visit of the Resident, attracts visitors. The State Hotel, composed of six blocks of quarters, a central room, ball room and theatre where M. Nedou offers accommodation.

to the multitude, supplies a long-feet want, and the rooms are generally filled to overflowing. H. H. the Maharajah and Rajah Sir Ami Sing have built themselves fine houses. Lady Curzon occupied Sir Ami Sing's quarters during her short visit to Gulmarg in August 1902. She is the only Vicereine who has stayed in Gulmarg. The State P W D has charge of all houses with a few exceptions. Repts are charged; all old huts have been much improved, and several new chalets have been erected. Application for houses must be made to the Divisional Engineer, J V Road, Baramula, but the demand is greater than the supply.

Visitors who may be unable to get a hut, or secure quarters in Nedou's hotel, must either take up with them complete camp equipage, or arrange to hire it in Srinagar from one of the agencies, as no tents are procurable in Gulmarg itself. They should also provide shelter for their servants, which is most important. Stabling for ponies can be provisionally run up by local carpenters for a reasonable sum, otherwise all are liable to suffer from the sometime heavy rainfall.

Above Gulmarg is Killan Marg, composed of three or four meadows. The elevation is close on 11,000 feet giving a climb of over 2,000 feet in about 4 miles. Killan under the shadow of Apharwat is a favourite place for picnics, and across it runs the road to the Lakes and Poonch passes, referred to later on.

The Gulmarg season usually commences about June 14th, though visitors begin to go up towards the end of May, to avoid the heat of Srinagar.

Routes to Gulmarg — The most direct and pleasant approach is by the bridle path from Baramula, a long $15\frac{1}{2}$ measured miles to the hotel. The path leaves the main road just above the tonga office, enters a gorge and makes a long ascent of $4\frac{1}{4}$ miles to Goohra. It then traverses a fine plateau passing Chandoora 5 miles, descends and crosses the Ningal stream. It

next runs through the pretty village of Kauntra, with a nice camping site well shaded by walnut trees ($7\frac{1}{2}$ miles). Ascending beyond Kauntra, the path again drops into a lovely gorge past Nambalnar, bears away to the left, and a very stiff climb brings one to Bapamarishi Ziarat (12 miles). Then a fourteen-hundred-feet rise through forest to Gulmarg ridge and bazaar ($14\frac{1}{2}$ miles), and one more mile through bazaar and across marg to hotel.

(2) Another road leads direct from Sopor (21 miles). This is also a bridle path only and joins the Baranula road (14 miles) at the Ningal bridge below Kauntra. The villages passed are Lalád, Natpura, Woogan, Minagam to Kauntra.

(3) Gulmarg can be reached by Palhallan, a large village at the 20th milestone, Srinagar-Baramula Road. Palhallan can also be reached by boat from Shadipur, when the river is high.

The distance to the hotel is 16 miles. The track, little used, leaves the main road at the 20th milestone, ascend a ridge S.-W. of Palhallan passing eight villages en route to Hajabad, thence a very steep rise to Bapamarishi and on to Gulmarg.

(4) All visitors from Srinagar naturally follow the new driving road, *via* Magam and Tungmarg, 29 miles, hotel to hotel. The road, except the portion between Narbal (9 miles) and Magam, is mostly metalled.

STAGES.		Distance in miles.	REMARKS.
From	To		
Srinagar	Magam	14	Add 2 miles from Munshi Bagh.
Magam	Tungmarg	10	Ascend the whole way.
	Gap below Residency Hotel	3	
Gap		1	

During the season tongas run between Srinagar and Gulmarg. Many visitors use carriages on hire in Srinagar, numbers of which come in from Rawal Pindi during the season, doing a large business at moderate charges. They also convey visitors in and out of the valley. From Tungmarg one rides, walks, or is carried up in a dandy. Riding ponies can be hired. •Baggage is conveyed to the foot of the hill on ponies, ekkas, or bullock carts : and from Tungmarg up, on coolies or ponies either by Dhanjibhoy & Co. or by private arrangement.

Srinagar to Magam.—Distance, 14 miles.

The Baramula high road is followed as far as 8 miles 6 furlongs. [Between milestones 5, 7 and 8, Mount Nanga Parbat's snowy head is visible on a clear morning. (See footnote* Chap. XXI).] Here the Gulmarg Road turns off to the left, passing at 9 miles, Narbal Village, with a chenar on the left of 64 feet girth. The Suknag River is crossed by a bridge, whence the road continues level, hot and uninteresting to Magam. Towards the end of June one passes splendid crops of linseed, its pretty blue flower being visible on all sides. Linseed is now grown extensively in Kashmir, being a most profitable export crop, and indirectly causing a rise in the local price of rice. At Magam is a large dák bungalow, much exposed to the sun. The neighbourhood is specially infested with pariah dogs, great disturbers of peace at night here, as often elsewhere, in Kashmir. Magam is a very hot place in July and August. Most visitors in consequence halt here only for breakfast and lunch, completing the journey in one day—a plan to be recommended, as ekkas and ponies run the baggage through in one day.

Magam to Gulmarg—Distance, 14 miles.

This is a very hot march on a summer's afternoon, there being absolutely no shade for 12 miles, the sun pouring down with full force on one's back in a very

scorching manner. After a gentle descent for half a mile, the road is a steady ascent to Tungmarg. The Ferozepur Nallah is crossed at 5 miles by an iron girder bridge and Raran is passed at 7 miles. Beyond this the gradient is steeper, the rise seeming to tell much on the horses. The road continues up the left bank of the Ferozepur Valley. The Gulmarg Ridge is to the right front above, the Residency House and Hill and the Prospect Hill houses being visible. From Tungmarg on, the rise is severe by a well alighted path, running in part through forest. Arrived at the summit one turns a corner below the Residency Hill, and the marg comes pleasantly into view. The Residency is above the gap to the right, and the Residency Surgeon and Settlement Commissioner's houses are above on the left. Milepost 27 is a little below the gap, and 28 is just beyond the last spur of the Hotel Hill.

Gulmarg has advanced with the times, to the sorrow of some, but perhaps to the joy of the majority. It is now a fashionable Kashmir hill station, possessing advantages of climate, grand mountain views, forests and grassy meadows, combined with every variety of amusement and exercise, such as no other hill station in India can offer. Nowhere else can one look down on games being carried on close to one's doors where a hundred paces or so takes the visitor to polo, cricket, golf, tennis or croquet, all going on independently of each other. Gulmarg too is sociable. There are balls, concerts, racing, picnics (a speciality), dinner parties and paperchases, and the young people love them. But if one cares for none of these things, one can live quietly in camp or hut, enjoying the beautiful scenery, the unrivalled walks, the mountain views, or a gallop on the springy turf without joining the great society.

During the season a good bazaar is opened, with branches for Europe stores from Srinagar, at which most things are procurable. In former years, owing to the paucity of good shops, visitors often carried to Gulmarg

full supplies of stores and wines. All these things can now be equally well procured in the bazaar and at fair rates. For the sake of golfers, it may not be amiss to note that an enormous stock of the very best golf implements is procured from Scotland by the club, and sold to members at rates below those ruling in India. Gulmarg also possesses a church, club and library, with tennis courts attached, a fine polo ground, and lastly one of the best and certainly the most sporting golf links in India. In years gone by there was good racing, but this sport seems to have degenerated into the Bumble-puppy gymkhana. Polo is now a great attraction, and with the proposed improvement in the ground (at present often too damp) will continue to draw many. But the greatest of all in Gulmarg is golf. The original course of 18 holes was laid out in 1890 by Lieut.-Colonel Neville-Chamberlain. After many alterations and additions the course was finally completed and perfected in 1902. During the seasons of 1901-1902 the links were in charge of an European soldier under the eye of an energetic secretary, and each year the course and putting greens must improve. Two Silver Challenge Shields, one for men and the other for ladies,* are annually competed for. Both trophies have

* 1901.—GOLF HANDICAP.—

Men.

1 Col. Meade
2 Captain Hill.

Championship—

Captain Hill.

Runner up—

A. D. Anderson, Esq.

India.

Mrs. Plowden.
Miss Nicholetts.

Mrs. Plowden.

Mrs. Bretherton.

1902.—HANDICAP.—

1 Capt. Warburton.

2 Genl. A. D. Anderson.

Miss Nicholetts.

Miss Flora McDonell.

Championship—

Lieut. A. R. McAllan.

Runner up—

Genl. A. D. Anderson.

Miss Flora McDonell.

Mrs. Johnson.

1902.—POLO WINNERS.—*Team*, 4th Dragoon Guards.

SECOND.—The Guides.

been presented by His Highness the Maharajah of Jammu and Kashmir. A Polo Silver Challenge Shield, presented by Rajah Sir Amir Sing, K.C.S.I., is also contested for annually, the first competition taking place in 1902. A third Silver Challenge Shield for lawn tennis, presented also by Rajah, Sir Amir Sing, will be competed for in 1903 (in Srinagar). Of other advantages, Gulmarg possesses some wonderful walks. Good roads have been cut along all the outer ridges of the marg as well as some along the inner sides. The circular road from the Residency gap extends for nearly four miles along the N.-E. and N. sides of the ridge to the Lobbies' Ghât, W. of the marg. It runs through unrivalled scenery of hill and dale, amidst grand forests of pine, sycamore and chestnut, along hill-sides covered with wild flowers and ferns of many varieties. The views include the great snowy peak of Nanga Parbat N., Haramukh N.-E., the vale of Kashmir in its entire length, and the great northern barrier of mountains. Another road leads from the Residency gap along the S.-E. face of the hill for $2\frac{1}{2}$ miles to the old saw mills at the South corner of the marg. Along this is a measured mile, nearly level, for the sprinter. The marg itself is well drained, and though still damp, is better than formerly. People living in camp should, on this account, always board the floors of their tents. Wood is cheap, and planks can be purchased by arrangement.

Amongst the places of interest to the visitor are :—

- (a) Killan Marg, Apharwat and the Lakes.
- (b) Baratali Nag and the Ferozepur Nallah.
- (c) The Poonch Watershed and the Nilkant Pass.
- (d) Somli Ali and the Uplands W. of Gulmarg.
- (e) Bapamarishi.
- (f) The Ferozepur-Nallah fishing and ruin.
- (g) The Posha Maidan.
- (h) Kag.

**The Gagri Nag or Echo Lake—Preparations for
the climb—The Ascent View from summit
—The Lakes —The return journey**

The climb is rather a severe one to undertake without a little previous training. For ladies, dandies can be taken the whole journey, though at least 1,500 to 2,000 feet will be done more comfortably on foot. Ponies, too, can be ridden nearly within 2,000 feet of summit. They are then sent back to their stables, or, with orders at 2 P.M., to proceed to Chota Nagyan Marg, six miles west of Gulmarg, where the alternate descent, through the bush forest, terminates on the plain—and whence the tired traveller can comfortably ride to his quarters.

An ample cold lunch and breakfast, a good supply of dry wood for lighting a fire at the Lakes, and on the return journey extra wraps and waterproofs—for a storm at such high elevation would be dangerous to some—are required. A good pair of field glasses, or a telescope, a Kodak, a cornet, a handy musical instrument, may also be included, a pair of good fitting boots, or strong *chapatis* are essential, as the descent is most trying to the toes.

The usual *rendezvous* is the hollow beyond the Hotel, opposite the old position of the Dobbies' Ghât.

The ascent is divided into four stages—

- (a) Hollow, beyond Hotel to edge of Killan.
- (b) Edge of Killan to foot of Apharwat
- (c) Ascent of Apharwat.
- (d) Apharwat to Lake

Entering the forest to the right of the stream running down the hollow, head for Killan, passing on the left some Gujar huts generally occupied during the season. Winding through splendid pines, a grand fallen tree here and there obstructing the way, the path, bearing more to the left than the right, approaches a stream at a

break in the forest. Here the track bifurcates ; one arm continues east, over the water following more or less the right bank, and strikes the Marg near where that stream issues from it. This is a road for Banabali Lake. The road now bears to the right, and leads up a very steep spur in a South-West direction as far as some Gujar huts—rude cavernous structures, built of logs, faced with pine bark. Above these huts the path bears more to the right, gradually becomes very steep and unrideable in places, but eventually hits off Killan just below the two-headed Nallah on Apharwat's slope, which takes us to the Lakes. Killan may be reached more to the left, but it is better to strike to the right as much as possible, as the subsequent road across the Marg is free from stones and moraine. After clearing the forest, the traveller will enjoy a short survey of the glorious panorama of mountains stretched all around him. But time is now an object, and the description must be deferred until the climb is over.

Having recovered our breath, we push on across Killan, making for a Gujar's hut at the foot of the mountain. This passage of the Marg looks nothing, but the elevation is beginning to tell, and the crossing will occupy the best part of half an hour. While doing so one should notice with interest that many of the wild flowers of Gulmarg still flourish at this high elevation, but that while their colours are deeper and brighter, their general growth is stunted. Thus the monk's-hood, a common flower, which at Gulmarg is grayish in colour and nearly three feet high, at Killan shows a deep blue blossom and rarely grows above twelve inches in height, while higher up its growth is still more stunted.

Beyond the Gujar's hut (C. Stage) the real work commences, and the altitude is trying to man and beast. With care and consideration for his lungs, a pony will slowly and pantingly zigzag his way up the lower face of Apharwat by the right bank of the little Nallah, nearly as far as the bifurcation. But at this point one must

really dismount. The path now crosses from the right to the left (the traveller's right looking up). After a severe burst of, say 500 feet, we strike a track in the Kashmir heather, at a comparatively easy gradient, which takes us right up to the summit. Do not be persuaded by a rival cagsman to try the other bank, or your troubles will be greatly increased, and when finally you cross for the dip you have probably reached some time previously, you will find your path lies over a very awkward moraine, huge boulders, with solid and very slippery masses of ice in places.

At last, however, the summit is reached, and with relief we throw ourselves on the soft mossy covering of the hill, and thank Providence that the climb is accomplished. By this time the sun is well up in the heavens, and, having chosen a fine day, our heads turned toward the vale, we drink in the wonderful panorama that almost surrounds us.

There is no mistaking that glorious landmark* of the northern Himalayas (N.-N. W.) the mighty Nanga

* In August 1901 at Darjeeling the heavy Monsoon clouds rolled by one afternoon, and slowly disclosed to view Kanchanjunga, a stupendous and amazing, almost awe inspiring, sight. Three weeks later at Gulmarg, Kashmir, the horizon cleared, and Nanga Parbat, for a quarter of a century my ideal of a magnificent mountain,* stood out in its beauty, magnificent and beautiful still, but I had to own to my disappointment that the Sikkim Mountain in my recollection was the grander of the two. The conformation of the mountains is however different. Nanga Parbat's silver crest stands erect alone, a throne surrounded by snow fields and lesser peaks. Kanchanjunga, massive, solid, towering up to the sky, looks grimly and majestically down on Darjeeling; in the same way, but in a lesser degree, Haramukh's great bluff rises sheer four thousand feet above Gungabal and commands the mountain lake below. "Distance lends enchantment to the view" does not hold full force here, and the proximity of Kanchanjunga to Darjeeling it is which renders the view impressive like Nanga Parbat from Bunji (see Chapter XXI).

The relative distances measured on the map are :

Darjeeling to Kanchanjunga	... 45 miles.
Gulmarg to Nanga Parbat	... 85 ,,
Bunji to Nanga Parbat	... 20 ,,

Parbat, its naked peak 26,600 feet odd, standing head and shoulders above its fellows, a giant amongst giant peaks. To its right N.-N.-E. is Haramukh, 16,900 feet odd, with its great perpendicular bluffs, overlooking the Sind Valley. Further East rises Kolahoi or Gwashbrari, 17,800 feet, a sugar-loaf peak that guards the Lidder Valley. Next, say E.-N.-E., is the beautiful Machai Peak, whose summit looks into the Wardwan Valley, still the home of herds of Ibex; further East are two more giant mountains, Nun and Kun, both over 23,000 feet, each peak showing a clear 3,000 feet above its neighbours; and, filling the now hazy landscape, E.-S.-E., are the five Brahma peaks, 20 and 21,000 feet overlooking Kishtawar, a retired, little known, but very beautiful portion of Kashmir.

One now practically sees why, to obtain this grand spectacle, a very early start is necessary. For the little handlike fleece that suddenly attaches itself to Nanga Parbat's very summit, formed from nowhere, rapidly transforms itself into a white cloud, which, as quickly proliferating and gathering strength, envelops its lower shoulders, spreading out in all directions, and, in an hour's time, a view which it will be hard to beat has passed entirely away, its place being taken by dense masses of black rolling clouds. This is what generally occurs, as a rule, in the Kashmir Himalayas in the season; and only the early bird gathers the worm.

Perfect views may be obtained in the spring (April and May) but at this time these mountains are closed to the ordinary visitor by snow, which sometimes lies to the depth of 30 feet in the Marg. The clear views, generally seen after the rains, say September 10th to October 30th, are shorn of much beauty by the absence of snow which has by then almost entirely melted up to 15,000 feet.

Viewed from above, Killan Marg is seen to be really composed of three margs, the prettiest of the three lying south over the Ferozepore Nullah. Beyond Killan is

Gulmarg, its hotel and houses looking like midget huts in the far distance.

Our thoughts now naturally turn to the lakes, and we roll ourselves over to see what lies on the far side of Apharwat. Up to this time we had always thought that so high a mountain as Apharwat would naturally have formed the great watershed between Poonch and Kashmir, and that, from the summit, we should have overlooked the country of Poonch, and, in the far distance perhaps, catch a glimpse of the simmering plains beyond. Now we see that the Poonch watershed must be (as it is) several miles ahead, while our views to the South are limited by ridges rising in front. Before and below us stretches a wild, dreary, bleak-looking valley, bounded by ragged crags. Down the centre of the valley, a grassy plain slopes away S.-S.-W. in the direction of the rocky precipices of the Kajinag Range. But there is no sign of lakes. Where are they hidden? To our left-front, the head of the valley (Gagri Patri) is encircled by a ridge rising several hundred feet above it. Near the centre of this ridge West, a small spur runs back towards where we are sitting. On either side of this spur are two basins, and in the bottom of these basins are the Lakes—the larger one above, the smaller below.

The upper lake, first visited, is probably a full mile from the summit. Two tracks lead to it; one, the upper and more direct, runs entirely across glacier moraine, composed of huge irregular rocks, and should only be followed by good walkers. The lower one, more suited for the dandy, heads straight for the plain below us, and then, turning to the left, follows the slope up to the lake in the right-hand corner of the hollow. Part of this also runs across moraine, where a dandy can not be safely carried. The mile from the summit to the lake will take a good forty minutes. The lake is only visible as the traveller ascends the rising ground that confines the water.

Apharwat Lake or Gagri Nag, is a still, deep mountain tarn, about 12,500 feet above the sea-level, a picturesque little lake, amidst wild, dreary, and almost gloomy surroundings. It is probably 500 yards long by 150 wide. The water, beautifully green and clear, reflects the shadow of the precipitous, yellow-ochre-coloured cliffs that nearly encircle it. A melancholy silence prevails; but as soon as the voice is raised one is immediately struck with the echo. This echo is extraordinarily perfect, especially opposite the centre of the water (where we have settled ourselves for breakfast), so that a song sung at a high pitch will return echoed back word for word from the opposite cliff. Indeed, this echo is nearly as perfect as it is possible to obtain anywhere, and the traveller will now understand why a cornet or handy musical instrument was included in the tiffin basket.

Probably early in the season this lake is filled with ice or snowbergs, and before the snow on the surrounding hills has melted, it must form a very pretty spectacle.

But time flies, and only two hours' halt can be allowed if we are to visit the smaller lake, Wacanlo, and, to tell the truth, with threatening clouds gathering around, we are not sorry to leave a spot associated with a certain feeling of depression and dreariness. If satisfied with a distant peep, we can just procure a glimpse of Wacanlo by climbing to the head of the low spur on our right, above the dip to its middle. If we determine to see Wacanlo, a mile distant, we retrace our steps for a short way down the valley, and then turn to the left across the moraine. The stones composing this moraine are perfectly smooth and flat, and they have been so curiously levelled by the weight of snow of centuries as to give the idea that the hand of man has given nature some assistance in their arrangement. A final easy ascent leads up to the lake. Time allowed, a good half hour.

Wacanlo is a wee mountain tarn, irregular in shape, about 150 yards by 100, hemmed in on three sides by barren ridges that rise 600 feet above it. The colour of the water during three visits in September was muddy, and there is no echo associated with it. Having seen this little tarn, perhaps a little disappointed, it is time to turn our faces homewards in earnest. Being now on the south side of the valley, we naturally make for the wide tongue of land running East and West. The walking is fairly good, though rocky at first, but once on the grassy slope, we race along at good speed for about one hour. About two-thirds of the way down we strike off to the right, descending sharply into a hollow to a stream at the head of the Gagri Patri Nallah, which flows on to join the Ningal torrent five miles lower down. From the Gagri Patri Nallah we ascend again to the Zerbal Plain, passing a Gujar's hut on the left. Crossing the plain we gladly throw ourselves down on the heather for a short rest, as well as to enjoy a fine view of the vale of Kashmir.

Supposing we do not visit Wacanlo, being satisfied with the peep obtained from the ridge mentioned before, we will return by a slightly different route to the East, as it is probably nearer, though the walking may not be quite so easy. Leaving the lake we retrace our steps the way we arrive, cross the right head of the moraine, but instead of climbing back to the ridge we continue on the South face of the mountain, and make for a gap we see, where its West shoulder joins the Zerbal Plain. The path is fairly easy, running in part over rocky ground in and out a small Nallah or two, but generally through the soft Kashmir heather, with good grip for hand and foot. In September this face of the mountain is a mass of white everlasting flowers, with quantities of the pink and red *persicaria*. Walking slowly with a lads, it took us one hour and fifty minutes from Echo Lake to the South edge of the Zerbal Plain, overlooking Gulmarg.

The Zerbal or Zaidbal Plain, of considerable size for these parts, is a curious, weird, and lonely looking spot. A grave or *ziarut* stands at one side—the *Hasrat Mesur-ka-khuber*. There are also one or two Gujar huts, and when we last saw it, a solitary pine tree.

The view from the Zerbal Plain is extensive. Running between Gulmarg East, and Somli Ali West, many small margs are visible through gaps in the forest. Somli Ali (West) is the name given to the upland meadows, 10 miles to the West of Gulmarg, that lie at the head of the Nareshera Gorge, an offset of the Jhelum Valley, and up which runs the short cut to Gulmarg from Rampur. The small marg lying below our left is called Wadpatri. The path running across it leads up a gorge to the left to Somli Ali. East of Wadpatri are two larger margs, Bara and Chota Nagyan. To the West rise up the crags of the Kaj-i-Nag, and far away below us in the valley is the Woolar Lake, while to its right we can distinguish Manasbal overshadowed by the hill known as Aha Thung.

Leaving Zerbal, we follow down the path to the right, and, entering the head of a small gorge with birch forest above, rapidly descend to Nakpatri, a little grassy plot some 600 feet below us: time, 27 minutes. Leaving this, we drop into a rocky hollow, and painfully pick our way to a refreshing little torrent. Our path now follows this stream, and we head for Nagyanmarg by the right bank for two-thirds of the distance, and then crossing to the left bank: soon, very tired and footsore (for this final descent tries the toes severely) we strike the level once more at Nagyan, where our ponies are waiting to take us the six miles to Gulmarg. Walking leisurely with a lady, our time, Zerbal Plain to Nagyan, was one hour and a quarter. We now follow the ordinary hill road connecting these little valleys together through gigantic forests, over hill and dale. Riding at ease on our ponies, the hotel is reached in good time for dinner after a most enjoyable day spent

amidst the wild and grand scenery of the highlands of Kashmir.

For the convenience of travellers the time that may be allowed for the different stages of the journey, going at a very easy pace is noted.

Ascent.—Gulmarg to Apharwat summit, without halts, 3 hours 35 minutes : summit to Lake, 40 minutes. Total, 4 hours 15 minutes

Descent—Apharwat to Zerbal Plain, 1 hour 50 minutes ; Zerbal to Nagyan Marg, 1 hour 15 minutes ; Nagyan to Gulmarg, 2 hours. Total, 5 hours 5 minutes.

If the order of going is reversed—Gulmarg to Nagyan and Zerbal, nearly the whole distance might be ridden, with the exception of the steep gorge above Nagyan ; and at least one third of this portion might be safely accomplished on a good hill pony.

Since the above was written, accompanied by my wife, we accomplished the reversed journey on September 12th, 1899. We started at 7-10 A.M. from the Residency Surgeon's house and returned there at 6-20 P.M.

Briefly, the road follows the course of the marg West, past the Club, Band quarters to Nagyan Marg No 1, reached at 8-35. Here one turns to the left, and the path very steep, zigzags to the right bank of the Nallah running down from Apharwat. The Zerbal "lai" was reached at 10-25, the road being steep and bad in places, but only unrideable for about half a mile. From the Zerbal, the path bears to the left and enters the Gagripatri Valley, the track following the tongue of land in the centre. The elevation tells on the ponies. About a mile from the lake, two or three Gujar huts or a lean-to are passed on the left—very useful in a storm, and a good place for breakfast. From here the going is slow, and the lakes are an hour ahead. The lake is hidden by the lie of the ground till one approaches within 50 yards of the edge of the water.

Going time, 4 hours and 50 minutes.

With the exception of say 400 to 800 yards the whole distance was ridden.

We were caught in a most dreadful storm when near the Gujars' huts, which sheltered us perfectly. Our position seemed to be in the centre of this storm, and we saw the lightning strike the ground on the hill-side about 150 yards to our front and one experienced relief when the dense clouds rolled on over Apharwat, leaving the ground sprinkled with half an inch of snow.

Our ponies were sent back by the road we had come up. We returned on foot direct across the moraine to the edge of Apharwat, dropping straight down to Killan Marg and on to Gulmarg.

Left lake 2-20 P.M.

3 P.M. Summit of Apharwat, tea here.

4-50 Killan.

5-10 Edge of Killan.

6-20 Gulmarg.

Gulmarg to Banabali Nag via Apharwat and return down the Ferozepore Nallah across the snow bridge to gap on the Residency Ridge.

If the whole of this distance is done on foot, it forms a splendid walk—a good test of fitness. To a man out of training some preliminary exercises and climbs are strongly advised beforehand.

Our return time, Banabali Nag to the Hotel, by this route was—Nag, 2-25 P.M.; Hotel, 8-30 P.M.

The same provisions, clothing, etc., are required as advised for the Echo Lake—except wood, of which there is plenty.

Dandies and Jampans of course can be taken, but two (better four) more extra men are required. I have taken a strong hill pony the whole way to the Nag and back, but even with this aid, a good deal of walking has to be done. The best plan is to take the pony to the foot or the top of the zigzags, at Apharwat; then send him back from there, with orders that he be taken in

the afternoon down the New Road, into the Ferozapore Nallah as far as he can go, or to the point of diversion mentioned further on—Goorwara.

The rendezvous is the hollow near the Forest Conservator's bungalow at the East end of the marg. After crossing the water cutting that eventually leaves the marg by the gap above the bazaar, the real ascent commences. The path, quite clear and distinct, winds up through a charming forest of pine and sycamore and soon enters a pretty marg, No. 1. Beyond it a rivulet is crossed, and then a Gujar camp, and another marg (No. 2). The buffaloes standing about, some of them wild-looking creatures, stare fiercely at a stranger and sometimes look as if they would bar progress, and a cow with a very young calf, or the bull are to be avoided. Milk may be procured here morning and evening, though Gujars are often unwilling to part with it—a fact due to the extortions no doubt often made by one's servants. *Apropos* of milk: when passing this camp early one morning *en route* for Poonch, I noticed a Gujar young lady well in her teens quietly using a big cow as a foster-mother. As a rule these herdesses are wild, dirty, uninviting looking persons; yet knowing Kashmir now for over 20 years, I think that one of the most beautiful women I have seen in the country was a Gujar herdess, watching cattle on Gulmarg late in the season. One or two women I have seen in the Sikh villages at Trahal, I think rank next.

Beyond the Gujar Camp, a path runs direct to the Ferozapore Nallah. Do not take this, but turn to the right; re-enter the forest, and emerge on another small marg (No. 3). Killan's Edge is now visible, some 500 feet above. The point to be made for is a stony gap (Nallah) in the forest. After a very steep and stiff burst Killan is at last reached. Time, stage 1, 1 hour 10 minutes.

The zigzags on the side of Apharwat are next made for. Killan is now crossed by a gentle though really

considerable ascent. Two-thirds of the track can be ridden, but towards the end the moraine offers difficulties to the equestrian. Time for crossing—30 minutes.

The zigzags are next climbed. The path at first is very narrow and steep, but a good hill pony can carry his rider the whole way. Time of ascent—30 minutes. The back of the ascent is now broken and the Apharwat shoulder looks deceptively close. In the last 800 yards the road improves and one rides easily up and soon reaches the easy slopes of Apharwat's eastern shoulder. Time—50 minutes.

A halt for breakfast should be made here or lower down at the second rivulet passed below. Time without halts—Grand Stand to Killan Marg, 1 hour 10 minutes; across Killan, 30 minutes; up zigzags, 30 minutes; zigzags to summit, 50 minutes. Allow 3 to 4 hours. Apharwat at this point is probably 12,000 feet above the sea-level. The grand views now seen on all sides have been previously described. The southern views are more open and extensive, but the general aspect, though very fine and grand in its way, conveys an impression of solitude and dreariness, perhaps a little hard to define; a feeling, too, that is intensified if one camps here at night, as I had to do on one occasion.

Facing us, nearly due South, is a barren, dreary-looking gorge, or rather defile, on the side of which is visible a portion of the shepherd's path, leading up to the Poonch watershed, and on through the Nilkanth Nallah to Poonch. Beneath us, to our left, is a deep gorge known as Marig Pal, overlooked on the South by a precipitous hill-side, which, were it not for the merciless goat-herds, should be clothed with fine birch forests. To our left a high spur intervenes and hides the Ferozepore Nallah.

Still further East a hollow is visible. This is Sorin Pal, up which runs a track to Kantar Nag, and to that great solitary peak, Hangal Heng, just over 15,000 feet, which was first scaled by Captain Goodenough, August 1898.

Hangal Heng is the peak at the head of the valley visible from the Hotel and the North side of the mārg. Further South-East is another small Nalla, that takes one up to the Zamir Pass and the Toshi Maidan.

Summit to Lake.—The little tarn lies far away in a corner of the Marig Pal, beyond the second Gujar's hut, in the plain below. First we follow the nearly level track on our left, which takes us to the top of a steep spur, covered with mountain heather and juniper. Down this we zigzag for some distance into a steep, stony gorge on the left, which, after a very troublesome walk, eventually lands us on a grassy plain close above the Wurush Stream, where a Gujar's hut (No. 1) stands. With a feeling of relief one steps out again on comparatively level ground after a trying descent, and for such work strong boots are essential both for men and women.

The Wurush Stream is now followed to hut No. 2, a spot called Barzatah, more correctly Burziltar, the name of the hollow beyond the tarn, which is still a mile and a quarter ahead round two corners. Banabali Nag is a very wee mountain tarn, situated at about 10,000 feet above the sea-level. Its surface measures, say, 80 by 50 yards. The water is clear and deep, and one longs to take a refreshing header into it. Up to September the Gujars' huts will be found occupied. Red bears are rarely seen here. They occasionally do much harm to a sheep flock, and sometimes a pony left out in the mountain side is carried off.

Time without halts.—Summit to Barzatah, 1 hour : Barzatah to lake, 25 minutes. Actual going time—Grand Stand to lake, 4 hours 25 minutes. Time to be allowed—5 to 6 hours.

Return journey without halts.—Lake to Apharwat, 2 hours ; Apharwat to head of zigzags, 30 minutes ; to descent to zigzags, 20 minutes edge of Killan, 30 minutes ; Killan to Grand Stand, 1 hour.—Total 4 hours, 50 minutes.

Having decided to return by the lower route, we should previously arrange for our ponies meeting us in the Ferozepore Nallah, as near the point of division as possible, whence we can ride back to Gulmarg for at least two-thirds of that distance—an important consideration. After circumventing the spur in front, we ascend a little distance to a bridge and cross the mountain stream that runs down from the pass. This brings us to the right bank of the Ferozepore Nallah, which we keep to as far as the Snow Bridge. While eating lunch, a man should be sent round the corner to ascertain whether this bridge be standing, as without it the road might not be open, a good deal depending on the force and volume of the water. The ascent to the Ferozepur Pass and watershed above us, looks easy and gradual. (See Chapter VII.)

From the little bridge a good glimpse is obtained of Haramukh on the North side of the vale. We now commence our descent in earnest, going at a good pace for half an hour, passing *en route* three big rocks, and, lower down, a huge cleft-rock, above which the opposite mountain-side presents most curious and quaint formations. Below the cleft-rock, the gorge narrows in, and enters a small sheltered hollow—a nice little place for a camp. Beyond this hollow, a side-nallah runs down and joins the right bank ; this is the Sorni Pal. If we follow this up we shall come to Kantar Nag, the fourth mountain tarn in the near neighbourhood of Gulmarg, which lies near the watershed above, at an elevation of near 12,000 feet ; crossing this icy stream, blocked with stones and *dibris*, the path descends steeply into the rocky bed of the Nallah, where the gorge narrows. A fine waterfall is seen on the opposite bank, and again the gorge opens out, forming an oval hollow, with grand and rugged scenery on all sides. In half an hour we reach the Snow Bridge. Between the waterfall and this point, the road is carried high above the stream, and we require to pick our way carefully. Though without danger, the path might be difficult for ladies.

At the Snow-Bridge we cross to the left bank, and for a hundred yards or so the track is very narrow, and perhaps awkward to a timid walker. Once clear of this, we soon pass the narrowest part of the Nallah, where the torrent forces its way through a gap only 7 feet wide to fall into a pool below.

Further down, we come to a small level, Lattar Saran, with a shepherd's camp : near this the stream is crossed once again. The view down the gorge from this bridge is charming, the pine forest on the far bank sweeping down to the water's edge. On the left bank is a group of young chestnut trees.

We now enter a forest, passing over a pretty level plain at some height above the water, and finally emerge at a great bend to the right, where a huge tongue of land from the opposite side apparently, has closed the gorge. Here a deep side-valley joins in the right head of the Ferozepur River.

Up this precipitous but beautiful valley runs a track which divides above into two branches, that to the right leading to the Zamir Pass, that to the left to the Tosh Maidan--the largest plateau in the Pir Panjal mountains.

Near the point of this tongue of land, a frail bridge is thrown across the torrent, which rushes on, to disappear round the spur. A steep path leads up to the ridge above, and then we descend to a grassy marg below Gurwara. From here, Prospect Hill and the grassy slopes and outer ridges of Gulmarg come into view, looking very high above us.

At Gurwara, or a little distance beyond, our ponies should meet us, and, very tired indeed, we gladly mount them. Ahead are still some very impassable places, at several of which one is compelled to dismount ; but one must hurry on as fast as possible, as it is wise to try and reach the new road, beyond the Goojars' camp, before darkness sets in. Once arrived there, our troubles are over, and, well within the hour, we should reach the hotel, after an enjoyable day,

spent amidst the most beautiful and varied scenery imaginable.

Average time, without halts.— 1. Lake to Cleft Rock 30 minutes ; 2. Cleft Rock to Sorin Pal, 18 minutes ; 3. Sorin Pal to Waterfall, 24 minutes ; 4. Waterfall to Snow-Bridge, 26 minutes ; 5. Snow-Bridge to 7-foot Gorge, 50 minutes ; 6. Gorge to Bridge (1), 25 minutes ; 7. Bridge (1) to Bridge (2), 30 minutes ; 8. Bridge (2) to Gurwara, 22 minutes ; 9. Gurwara to Gulmarg, 1 hour 30 minutes. Total—5 hours and 15 minutes.

'At the expense of being thought over-cautious, I would suggest the advisability of ascertaining whether the bridges in the Ferozepur Nallah are passable by the traveller who elects to return from Banabali by this route, else he might possibly find himself benighted and unable to go either forward or backward with any reasonable prospect of reaching home that evening.

The Poonch Watershed—Camp below Apharwat —The Ridge—Nilkhant Nallah—Daraawali.

A direct road leads from Gulmarg, up the lowest shoulder of Apharwat just described, and over the Ferozepur Pass to Mandi and Poonch, a good three days' march. A less known and little frequented track also leads to Poonch by the Nilkhant Pass, 6 miles West of this Ferozpoie, down the Hilan Nallah past Kahoota to Poonch.

The marches are as follows :—

1. Gulmarg to Apharwat, 8 miles,—camp 1,000 feet south side of summit ; 2. Apharwat to Dharawali, 10 miles.

The first march has already been fully described. From Apharwat there is an easy descent for about 1,000 feet due south, and a good pitch for camp on a comparatively level sward to the left of the moraine. Water

is procurable, but little or no firewood : and the ground is damp. Some dried wood should, therefore, be carried. Should the weather look threatening, about 1,000 feet lower, to the left, is a more sheltered spot for halting. The scenery around is a quaint mixture of grandeur and dreariness, and as night sets in, this feeling of solitude and quiet is intensified.

The next day at day-break we rapidly descend to the Wurush streams, crossing, *en route*, a tributary running down below our camp. We now follow up the left bank of the main stream - a little rough at first, but improving ahead - until we reach a small plain, on which stands a shepherd's hut.

The track above this follows the curves of the Nallah, crossing and re-crossing the stream, and then leads over a little spur on the right, down to a snow-bed. The hills now close in on each side, forming what is, particularly on a wet day, a gloomy desite, called Barpathai Nallah, up the ins-and-outs of which, first over snow and then by the right bank, we gradually ascend, and at last reach the ridge at its head. The last quarter of a mile is easy going, the hills opening out again on each side. Time - Wurush stream to summit, 1½ hours.

At last we have reached the watershed dividing Kashmir from Poonch. The Nilkhant Pass, 11,930 feet, on which we stand, commands an extensive view of the country of Poonch, with its many pretty well wooded valleys, and range upon range of the lower mountains and hills gradually becoming dim in the distance. In fine weather, with clear atmosphere, a view such as this well repays the trouble involved in procuring it. High rocky peaks command either side of the pass. The striking-looking ground on the right as far as Hillan is now being specially preserved for markhor by the Rajah of Poonch. This country once held good heads ; but the Poonch shepherd and his flocks practically cleared out both the markhor and the birch forests.

The descent from the Pass looks appallingly steep and, should a strong wind be blowing, we must, as in the first hundred yards of the Banihal Pass, pick our way with care.

Far below, in a deep gorge, is a glimpse of a snow-bed. This is the point we make for. The descent commences on a spur by short zigzags. The path is quite unridable. Half-way down, the path leaves the spur, and zigzags on the face of the hill, till it strikes the left bank of a side Nallah, that carries off part of the drainage South of the watershed. * As frequently happens, the last hundred yards leading to the snow-bed is really difficult and awkward-going in places. How ponies traverse it seems wonderful. Yet they annually accomplish this descent ; and, in 1892, a lady marched *via* this route, from Gulmarg to Uri, taking a pony the whole distance. Time—ridge to snow, 2 hours.

The path now follows the snow-bed for half a mile. Beyond it the track is horribly bad ; it leads over to the left bank, the Nallah now running due South, and a mile lower down reaches a lovely little plain on the left, facing the junction of two Nallahs. This is Darawal, a small shepherd's encampment.

Between the snow-bed and Darawal, high up on the right bank above the stream, is a snug little plateau, a most charming place to camp at. The 200-feet approach up to it is bad, but beyond, a wide buffalo-track leads down, through perfect scenery, to other little margs hidden away on the right, to Darawal. Near the middle of this little plain is a good spring. Poonch is three marches distant. For description see Chapter VII.

The Uplands West of Gulmarg—Gulmarg to Somli Ali—The Ningal Glen.

Somli Ali, one march West of Gulmarg, is a place worthy of a visit. In the spring, too, there is the

chance of a shot at a red bear—an animal rapidly dying out in Kashmir. The distance is 10 miles, but owing to many ups and downs four to five hours should be allowed by the pedestrian. On leaving Gulmarg one first notices the park-like glade on the right that leads to Bapamarishi. Soon after, we enter the forest, with many ascents and descents, fording, *en route*, four little mountain rivulets, as far as Nagyan Marg.

Here, on our left, we pass the steep Nallah leading up to the birch forests above, and the Zerbal, one of the routes leading to the Echo Lake, and the point where ponies are told off to wait for travellers returning by that route. • •

Beyond Nagyan, two small margs are crossed and a very steep descent indeed then takes us down to a mountain tarn, flowing through a small retired marg, surrounded by forest—a lovely spot: this is the Ningal torrent which, after draining all the country South of Apharwat, leaves the marg by a beautiful gorge, and, passing the pretty village of Kauntra (on the Baramula road), empties itself into the left bank of the Jhelum, about $1\frac{1}{2}$ miles above Sopar. The Ningal water has a special local reputation for purity.

The Ningal Glen may be considered as a little more than half way to Somli Ali, five or six miles, and a spot strongly recommended for picnic parties. A stout Pine tree spans the stream.

Again ascending, after about 20 minutes of forest, we emerge on another little marg—Wad-pattar—with Gujar huts in the left-hand corner. Somli Ali is now $1\frac{1}{2}$ hours ahead.

Crossing this marg, we continue to ascend, soon to enter another lovely, park-like glen—Oryan-pattar. To enjoy the day thoroughly, breakfast at the Ningal glen, and lunch on the slopes to the right overlooking the second marg beyond, which is extensive and forest bound. Two more margs and two more patches

of forest are passed, all through fine scenery. Then a steep descent leads to another hill-stream, beyond which are the grassy, rolling downs, known as Somli Ali. Beyond the stream, the path diverges ; the track to the left leads to our camping-ground, near Gujar huts ; the road to the right, to the head of the glen, down which runs a mountain path, the most direct way from Gulmarg to Rampore on the Jhelum Valley Road, *via* Naoshera.

Somli Ali is considerably higher than Gulmarg ; its elevation is probably 10,000 feet or more. The ascents and descents between it and Gulmarg are very steep in places. N.-N.-W. of Somli Ali a Gujar's track leads up to a beautiful marg, at the head of the mountains, surrounded by forest.

From Somli Ali, a short cut leads down to Naoshera.

Naoshera.—The descent will take three to four hours. The ascent, *vice versa*, is a most trying and difficult march, both for man and beast ; time allowed—5 to $5\frac{1}{2}$ hours. If rain has fallen the difficulties are all increased, and the ride uphill is most troublesome. The scenery however is fine. Actual time, without halts, is 3 hours and 40 minutes.

Naoshera stage marks the 87th mile from Kohala. It is five miles from the Rampur Bungalow, and 11 miles from Baramula.

Bapamarishi is the tomb or ziarut of Bapamarishi Imandin, a pious Mahomedan, who died and was buried here 425 years ago. The tomb, covered with a handsomely-worked cloth, is enclosed by lattice-work. This is again sheltered by a beautifully-carved verandah, the whole being surrounded by a wall which forms an outer court. The chief feature of the tomb is the cedar carving of the side-walls and verandah. All the upper and outer woodwork was renewed in 1887. Any one intending to see the tomb of the saint should wear *chaplis* on the day of the visit, as the covered foot is not allowed to enter the sacred interior. Above and

below the grave are many stone lodging-houses, built for the use of the numerous Mahomedan travellers from all parts of Kashmir, who visit this far-famed saint's remains to the mutual benefit of the local priests, who share the half of each sacrifice offered.

Bapamarishi is beautifully situated, in a commanding position, about 1,000 feet below the Gulmarg forest, and about five miles above the village of Kauntra.

Its open grassy slopes, with glorious surrounding views, including Nanga Parbat, 26,600 feet, make it a favourite place for afternoon teas. A good riding road, cut through the lovely forest that clothes the outer and northern slope of Gulmarg makes it very easy of approach, and renders the marg and its advantages easily accessible to the few who, unable to stand the higher elevation of 8,500 feet, are unaffected by the pressure lower down.

A *pagdandi*, or mountain path, leads direct to the West end of the marg. It is short and very steep. Time of ascent—45 minutes; descent—25 minutes.

The Ferozepur Nallah should certainly be visited from the Gulmarg end. Starting from the Residency gap, the path follows the main road for the first mile (26 post). About 2 furlongs ahead, beyond the bend, a Gujar track turns up to the right. Follow this up through the forest past a Gujar camp on the left to a grassy knoll in the open—a nice place for afternoon tea. The nearest cut to the Nallah turns off and up to the left below the Gujar camp, and ascends through the forest to the open ground beyond. Thence a track leads down by a very steep descent of a mile direct to the Ferozepur Nallah where, below a rocky precipice, is the snow trout fishing place. The road is unridable and must be walked. A quarter of a mile above this the stream is bridged. Cross here, ascend the right bank and follow path up and down through the jungle for about 1½ miles to an interesting solitary ruin of the same

type as that of Avantipur, which lies back to the right. Continue on across the Durrung Plain, through fields, for about three miles and recross the river lower down to Tang Marg, whence one can ride back to Gulmarg, the ponies having been sent round previously. This diversion to Tung Marg will take an extra two hours. Otherwise one can return to the fishing ground by the road above the cliff, a good climb of some 1,500 feet to milestone 26.

The bridle path down the Ferozepur Nallah continues on beyond the grassy knoll first mentioned by a country track for about another mile. One has to dismount for the lower portion, then lead one's horse down. I have taken a big waler this way. Arrived at the bottom, the track continues up the left bank passing pretty grassy swards, by patches of forest to Gurwara some two miles distant. This is a nice place for a camp. Here the Nallah divides. The right division leads to the snow bridge 3 or 4 miles up, and on to the Ferozepur Pass and Poonch. The left division leads to the Zamir Pass by the right, and by the left to the Tosha-Maidan by a mountain track. Above the level of the forest is a Gujar encampment, where one might halt, and on the second day proceed on to the Tosha-Maidan. This is a coolie road ; the easier is a pony road given in detail below.

Gulmarg to Tosha-Maidan via Tung Marg, Daswan and Vehinar—(authority Major Tyndale-Biscoe, R. H. A.):—*First day.*—start from the Residency gap and follow the road to Tung Marg. Half a mile below, go straight down to a bridge and cross the river, follow up the far bank for about a mile. Then turn to the left, enter the forest and ascend by an easy path to a small marg. Cross this and a mile ahead reach another marg. Time from bridge, one hour. The path now crosses to the East side of the bridge by a very steep climb. One hour's ascent from the second small marg brings you to the lower marg of Daswan. Cross the upper part of this

marg and on to the main ridge, and another mile brings you to the ruined tower and upper Daswan Marg. Crossing this marg and a second brings you to the first marg of Vehinar. It is just above the limit of Pines, a good camping ground and a stream of water. Vehinar is about one mile South-West of Lal Khan's summit, from which a magnificent view of the whole of the Kashmir Valley is obtained, the mountain wall to the North standing out like a buttress. Time, Gulmarg to Vehinar, about 4 hours excluding halts.

Second day.—Leaving Vehinar, the path descends through forest to the lower Vehinar Marg, crosses it, and ascends steeply over a ridge on to a large open plain about $\frac{3}{4}$ hour from the first Vehinar Marg. The grassy downs where the path enters this valley is called Nund Marg and a good place for a camp. The valley itself is called Pejan, and the upper part is named Kral Marg leading up to the hill called on the map Kral Nangal. This valley is stony and marshy and surrounded by hill covered with juniper. From here, two paths lead up to the pass to the Tosh Maidan; the lower one to the right is the easier. It crosses a ridge, then a ravine which runs straight down from the pass. The gradient is easy, but the path is very stony. About a mile up the ravine two passes are seen. That on the right is the pass out of the Tosh Maidan, the ascent to it from that valley being easier. The one to the left is the pass into the Tosh Maidan. The ascent from the first marg of Vehinar will take about 3 hours, i.e., about 7 hours from Gulmarg without halt. From the summit of the pass a very fine view is obtained, East and South-East. The great maidan lies at one's feet bounded on the South by the higher peaks of the main range and on the North by pine-covered hills, in front by Lal Shah Alum's height and the conspicuous peak Chanze, 12,165 feet, (Chagas on map) rising behind it. The descent to the marg and across it to a suitable camping ground will take about one hour.

From Tosha Maidan one can return in two marches direct to Srinagar.

Tosha Maidan to Watrehel	... 16 miles passing
Ranigam at	... 7 "
Watrehel to Srinagar	... 14 "
Or, by Tosha Maidan to Riyar by	
Rangazabal about	... 10 "
Riyar to Nil Nag say	... 12 "
Nil Nag to Chrar	... 6 "
Nil Nag to Srinagar by Wahtor	... 21 "

This makes a delightful trip for any one wishing a change from Gulmarg. The view from Lal Khan station is grand and comprehensive, including Nun Kun and all great Eastern Mountains. A guide should be taken from Tung Marg.

Kag is another place worth a visit. It is 18 miles distant South-East of the Poshkar Hill (8,337 feet), a striking landmark due East from Gulmarg across the Ferozepur Nullah. It is ten miles from Magam. The direct path from Gulmarg is via Tungmarg, Ferozepur village along the foot of the range behind the Poshkar Hill.

The valleys around are a good find for bears. Bears also are often shot by visitors in the Nullahs around Kauntra Bapamirishi road.

APPENDICES.

- A.—MEDICAL HINTS FOR TRAVELLERS IN OUT-OF-THE-WAY PLACES IN KASHMIR.
- B.—LIST OF GRAVES OF BRITISH OFFICERS IN ISOLATED PLACES IN KASHMIR TERRITORY
- C.—LIST OF POST OFFICES } IN JAMMU AND KASHMIR.
TELEGRAPH OFFICES }
- D.—NOTE ON THE EXPENSES OF A SIX MONTHS' TRIP TO KASHMIR.
- E.—NOTE ON RULES FOR OBSERVANCE BY VISITORS AND RESIDENTS IN KASHMIR
- F.—NOTE ON TONGA RATES FROM RAWAL PINDI TO SRINAGAR
- G.—LIST OF WORKS RELATING TO KASHMIR.

APPENDIX A.

A few Medical Hints for Travellers in out-of-the-way places in Kashmir. •

AT the end of these notes is attached a list of State Dispensaries for the convenience of doctors and visitors in cases of urgency. In August 1902 a young officer sustained a severe gunshot wound. Though within one march of the Islamabad Dispensary, then in charge of a very skilled Hospital Assistant, where efficient first aid would have been given; being unaware of this, Lieut. K. marched to Srinagar and arrived with a very inflamed wound, endangering his life. The remarks given below are offered only as aids. In Kashmir, a great deal of sickness occurs amongst Europeans, specially in Srinagar. Since typhoid fever has become endemic, a certain number of cases occur every season, in addition to others imported from India. In Srinagar, skilled advice is afforded at the Cottage Hospital, or by the Residency Surgeon, the Mission Hospital Surgeons, and by the State Lady Doctor.

(a) *Diarrhoea*.—Most common in Kashmir as in Hill stations. Its continuation often spoils a trip, cuts sport, and not infrequently compels a man to return from his Nallah to Srinagar for treatment. It may be caused by chills, improper feeding, or bad cooking vessels. As a rule, a milk diet should be followed for several days—milk puddings, tapioca, cornflour, etc., with cocoatina in lieu of tea or coffee. A dose of castor oil in hot coffee or milk is a wise thing to begin on, followed by 20 to 25 drops of chlorodyne dropped on a teaspoonful of whisky and a little water added.—compressed tabloids of chlorodyne 10 drops in each (Parke Davis Co.) are useful; also their 462 Tablet Triturates, containing $\frac{1}{2}$ grain of opium. Powdered Bael taken as a porridge with sugar; or, the Liq. Extract of the same, half to one teaspoonful, come in useful later. The

following prescription has often proved of much value in hill diarrhoea :—

No. I.	Liq. Hydrargyri Bichloridi	... 3ss
	Acid Nit. Mur. Dil.	... m.xv
	Tinct. Camph. Co.	... 3ss
	Syrupi Aurantii	... 3i
	Aqua Menth. Pip. ad	... 3i

Dose for an adult, two tablespoonfuls every 8th or 6th hours.

(b) *Dysentery*.—In ACUTE dysentery sulphate of sodium, 60 grains, in water, 4 to 6 times daily until bright yellow stools are produced, is the best and safest treatment. It should certainly be carried by those going long distances.

It is perhaps more pleasant and efficacious than the saturated solution of Epsom salts in doses of one tablespoonful three times a day—another remedy of great value in some acute cases. Its use is *not* advised in chronic dysentery. Of late, 5 grains of Dover's powder combined with 20 grains of sublimed sulphur every 4th hour is used in acute dysentery.

Five grains of Dover's powder every 4 hours is good in some cases.

Also Ipecacuanha (without Emetina) 5-grain tabloids, 4 at a dose, is good.

In children's dysentery and diarrhoea, the following is good :—

Castor Oil	...	...	... m.v
Liq. Hydrargyri Perchloridi	"	"	... m.i
Mucilage	"	"	... m.xv
Aqua	...	...	... 3i Shake well.

Dose, one teaspoonful for a child a year old and older children in proportion.

Bismuth and Soda tabloids halved may be used for children, and taken whole for the dyspepsia of adults.

(c) *Constipation*.—Compound Cascara Tabloids (Burroughs and Wellcome) as a tonic laxative, also their laxative vegetable tabloids as an hepatic stimulant; Carter's liver pills. Castor oil should always find a place. It is the very safest of all aperients. Its horribly nauseous taste may be concealed in hot coffee or milk; and a little salt and pepper on the lips and tongue. But the secret is, hold

the nose while swallowing and have ready a small cup of fresh hot milk or coffee to follow on.

Calomel 3 to 4 grains is a valuable remedy, specially for natives. One grain once a week with a little soda helps to ward off dyspepsia. Half a grain on an infant's tongue often checks serious vomiting.

(d) *Fever*.—If fever continues, return to Srinagar as the case may be typhoid. Visitors now seem generally provided with tabloids of antifebrine, phenacetine, etc., according to their fancies. Malarial fevers must be treated in the intervals, usually mornings, for say 7 days, with quinine 10 to 20 grains for an adult.

A purge is wise for every 40 to 60 grains of quinine.

(e) *Headache*.—Here again many carry their specialities, and ladies in particular, treat themselves with heroic doses of antifebrine, phenacetine, phenalgin and antikannia. Personally antipyrine in 12-grain doses for an adult has proved satisfactory, given in hot water, coffee, or port wine. It is said by some to cause depression, and, as is well known, idiosyncrasies will assert themselves.

Citrate of caffeine, 2 to 7 grains, may be added. For headache of dyspepsia (pain above right orbit) 12 grains of antipyrine combined with a selditz powder often removes cause and so headache.

Twenty grains of Bromide Potassium, one teaspoonful of Sal Volatile, in six tablespoonfuls of water, suits some cases.

(f) *Snow-blindness*.—Sulphate of zinc, 2 grains to the ounce is applied every hour by means of a quill, or by filling to its brim a wineglass, and then opening and shutting each eye over and in it. The pain of snow-blindness is severe. It usually comes on in the middle of the night following a day's exposure to the sun over snow. The eyes feel full of sand. Great relief will be experienced by sitting with the head over a *deckchee* of boiling water, covering the head and vessel with a big towel, and so steaming the eyes, which can be freely opened. This has a wonderfully soothing effect. Persevere with the solution, keeping the eyes bandaged or shaded, and the attack will probably pass off in twelve hours. Recollect, "Prevention is better than cure;" therefore, when walking in the snow, always use goggles or a veil.

(g) *Chilblains*.—One or two teaspoonfuls of Tincture of Cantharides and two tablespoonfuls of soap liniment can be recommended; or one of turpentine to three of oil.

(h) *Frost-bite*.—Should be guarded against by drying the feet carefully, and avoiding pressure. A frost-bitten part should be rubbed well with snow, friction being most important. Heat must be applied with caution. The restoration of the circulation and sensibility is to be aimed at. If the exposed part is dead, then, poultices and other remedies may be applied to hasten separation. Visitors marching in snow, at high altitudes, should carefully see that their servants and coolies are properly shod, and that plenty of spare grass shoes are carried.

(i) *Ophthalmia*.—Soloids of Alum and Boric acid (5 grains in each) to 2 or 4 tablespoonfuls of boiled water frequently dropped in. *Eucaine*, 1 grain tabloids, 4 to two teaspoonfuls of water, to relieve severe local pain, combined with above. *Cocaine*, 5 per cent. or grain 1 to 20 minims of water, applied to the eye three times every five minutes, will render the surface of the eye insensible, for the removal of a piece of grit, or steel (tonga bar). Note here, the visitor occupying the front seat of a tonga should wear goggles to protect the eye.

(j) *Wounds*.—Soloids of Hydrargyri Perchloride as an antiseptic, 1 to a pint of water make 1 in 1,000. solution. *Chinosol*, carried in tabloids in glass tubes, one dissolved in a pint of water or less, is a good antiseptic. It possesses much greater germ-destroying power than carbolic acid, and is hardly poisonous. Wounds infected with earth should be most carefully cleaned and disinfected, as it is known that the tetanus bacillus lives in certain soils in foul places.

(k) *Local irritation*.—Chaffing in groin, and elsewhere.

Lycopodium in powder efficacious, also the following ointment (most useful, in addition, for slow healing sores) :—

	Grains.
Acid Salicylic
Sulphate of Copper
Sulphur Ointment

... grs. xx to xxx
... grs. v and x
... one ounce

(l) *Foot powder*.—Boric acid alone, or mixed with *Aristol* or *Tannoform*, a new and excellent substance.

Burroughs and Wellcome sells another good powder 'Emol Keleet.'

(m) *Toothache*.—Chloroform, carbolic acid and oil of cloves, equal parts, camphor and carbolic acid equal parts, applied on cotton wool.

If tooth is hollow, keep a piece of cotton wool inside.

(n) *Mosquilles and Sandflies*.—An ointment of Vaseline with 5 per cent. of Menthol or

Formalin	... (40 per cent.)	5 parts
Alcohol	... equal parts.	10 parts
Water		

should be lightly and repeatedly applied to avoid any caustic action.

(o) *Cough*.—Ipecac and Squill pill Turpentine 1 part, oil 3 parts, to chest. For children a warm linseed poultice with a little mustard to chest most useful, changed every hour, for some hours, followed by cotton wool.

Liq. Extract Ipecacuanha, dose $\frac{1}{6}$ to 1 drop, most safe for children every fourth hour or oftener. For emetic action, the Liq. Extract should be given in lieu of the wine to children, who are often affected by the sherry contained in the latter.

(p) *Colds*.—15 to 20 or 25 grains of Salicylate of Soda, in 3 tablespoonsfuls of hot water, and 10 grains of Dover's powder on tongue at bed-time, for an adult often very effective; also for children in proportionate dose.

(q) *Miscarriage threatened*.—Absolute rest in horizontal position; 20 to 30 drops of Tincture of Opium by mouth, in water. Antipyrin, 30 grains, tepid water 5 tablespoonsfuls used as an enema, most effective.

This subject is mentioned, as I have had to treat several such cases.

(r) *Burns, Scalds*.—Carbonate of Soda or Carbonate of potash mixed with water to the consistence of thick cream spread over the surface with the finger or applied on thin rag, gives immediate relief in burns and scalds.

(s) *Dog-bite (Rabies)*.—Apply crystals of permanganate of Potash to base of wound, stuffing it in. Inject a 5 per cent. solution subcutaneously in three places deeply around

base of tooth bite. The injection causes much pain. I am inclined to think it is an antidote to the local poison of rabies.

(t) *Acute pain.*—Morphine tabloids grain $\frac{1}{6}$ to $\frac{1}{3}$ or $\frac{1}{2}$ injected subcutaneously, most convenient.

(u) *Bromide of Potassium.*—A valuable drug for teething children, who bear large doses with safety; certainly 1 to 2 grains for each year, repeated. All mothers should carry this.

(v) *Chloral Hydrate.*—Full dose for adult thirty grains; most valuable after shock or fall. Small doses no use. Tritonal 14 to 20 grains for an adult with a cup of hot nourishment.

(w) *Dislocation of Shoulder, Elbow.*—I have been asked to add some instructions regarding fractures and dislocations. Space however does not permit of this.

Dislocations of the shoulder are not uncommon. Two occurred in 1902; another in 1901, an officer having to come in many marches for its reduction. I would say if this occurs on a steep hill-side (as I know has thrice happened) sit down; get one shikari (No. 1) to hold the chest firmly with his arms, or a puggery (generally available), get another man (No. 2) to put his knee under armpit from behind; make a No. 3, *third* (if at hand), extend the arm full length, raising it until there is *freedom from all pain*. Then tell him (No. 3) to *pull* upwards, firmly; the chest man No. 1 counter-extending. Try different angles forwards, backwards, until the right position is gained and the bone will go back, with a jump. The patient knows when the right position is attained and the reduction then causes no pain. The pain at first is sickening; one instinctively grasps the injured shoulder and a hollow is felt under the point. This is my advice to amateurs, and I speak with experience, having twice suffered, and having on the last occasion to give instruction to shikaries on a precipitous hill-side, whence movement was impossible until the reduction had been effected, owing to acute pain.

For the Elbow.—Bring the injured arm around the knee, pressing the knee above the injury, pull firmly and reduction will follow.

Action should be taken *immediately*; delay and continued pain causes strong contraction of the muscles.

(x) *Externs*: *Lint*.—A five-yard three-inch bandage. • A five-inch flannel roller for chest (broken ribs) for which two-inch wide slips of strapping should be applied to injured side first

Plaster in rolls (tins) moistened with turpentine before use.—*Turpentine*—Cotton wool—Scissors. --A 2-oz. glass syringe (for Q)—2 eye droppers (for F. & I.)—Scales and weights—Pestle and mortar wedgewood—Glass ditto Subcutaneous syringe (for S and T) minim measure—2-oz. and 4-oz. measures—Procelain slab—2 spatulas - Gum lancet—Abscess lancet—Sanway's elastic tourniquet—A small pocket case—Soft catheters, 3, 6, 8. I mention the latter, as in 1875, had one of these instruments been available, a life might have been saved in the wilds of Kashmir. Since then I have always carried one in my gun case.

Foods—Meat tabloids - Plasmon, plasmon chocolate and biscuits—Chocolate fingers - Kola biscuits - Peptone—Compressed soups—A cup of plasmon, half a dozen plasmon biscuits form a light breakfast and give strength and endurance at high altitudes to sportsmen without causing indigestion.

In 1892 Sir M. Conway mentions his diet on certain days at high elevations, July 5th, 1892. “Four a.m., breakfast : two chapatis and a piece of chocolate. I carried seven small Kola biscuits and two fingers of chocolate, and was surprised that even this was more than was needed. I felt neither hunger nor faintness and no other troubles, headache, etc. In the evening I ate a moderate meal, slept well, and woke up in perfect condition. Again, August 10th, 1892. “Before starting, each had a quart of soup of meat peptone and ate a few Garibaldi biscuits. On the mountain, 18,000 feet to 19,400 elevation, we ate nothing but Kola biscuits, one each man every hour, and a little chocolate. We drank only snow water. On this light food we climbed the whole day without feeling any discomfort. On our return to camp in the evening we ate a small supper and slept well, and awoke fit and refreshed. Then it was that hunger came upon us.”

Special diet is necessary for mountaineering at great heights where carriage is not available.

The good effect of such diet at high altitudes, suggests the value of its use by stout people at the sea-level.

Forced marched tabloids (Coca Kola and Caffeine) are useful as stimulants.

Medical aid is obtainable at :—

Srinagar.	The Cottage Hospital for Europeans ...	European.
	The State Hospital.	
	The State Zenana Hospital...	European.
	The Mission Hospital	European.
Jhelum, Valley Road	{ Domel. { Uri. { Baramula. { Sopor. Kashmir ... { Shopian. { Bandipur { Islamabad. Leh ... { Kargil. { Skardu. { Leh { Astor. Gilgit ... { Gilgit ... European. { Chilas. Jammu ... { Kishtwar. Banihal Road ... { Udampur. { Ramband. { Bhimber. Jammu ... { Rajouri. { Kotli. { Riassi.	

Poonch ... Excellent Hospital, perfectly equipped with drugs and instruments.

APPENDIX B.

List of graves of British officers in out-of-the-way places in Kashmir.

- Astor (1). Lieutenant Davidson, I.S.C., died on his way to Gilgit, July 1896
The grave is enclosed and has a marble stone.
- Chilas (2). Major Daniell, Queen's Own Corps of Guides, killed in action, March 1893.
- (3). Captain C. H. Davies, 5th Gurkha Rifles, died at Chilas, December 1899.
• Both these graves are in an enclosed cemetery.
- Gilgit (4). Lieutenant G. W. Hayward, Explorer and Traveller, murdered in Yassin, July 18th, 1870, "see Gilgit," Chapter XXI.
- (5). Captain Ross, 14th Sikhs, killed in action, Chitral, 1895.
- (6). Captain T. S. Johnson, I.S.C., killed by a fall outshooting, near Chilas, 1900
- Lidar Valley (7). Alexander McKitchie Ogden, M.A., Vice-Principal, Aitcheson College, Lahore, died at "Wullerhama" of cholera, September 16th, 1901. Grave inside a walled enclosure close to road. Tombstone a cross on pediments.
- Suru (8). In a grove of willows, 200 yards distant from the Thannah at Suru, a well built oblong tombstone, covers the grave of Captain Christian, who died of typhoid fever in 1896.
- Leh.—There is a small cemetery at Leh, where several Europeans are interred including Miss Irene Petrie (1896) and some Moravian Missionaries.

For tombs at Aliabad, Naoshera (Bhimber route) and Baramula, see text.

APPENDIX C.

**List of principal Post and Telegraph Offices,
Jammu and Kashmir State.**

<i>Jammu</i>	Jammu H. O., T.
	Bhimber S. O.
	Naoshera S. O.
	Rajouri.
	Thana Mandi.
	Shopiyan.
	Mirput S. O.
	Udampur S. O., S. T.
	Chinem.
	Batoti S. T.
	Ramband S. T.
	Banthal S. T.
<i>Jammu Banjhal Route</i>	Vernag no P. O., S. T.
	Doru (Shahabad) P. O. for Ver-nag.
	Islamabad S. O., S. T.
	Pampur.
	Kishtwar, Paddar.
<i>Poonch</i>	Poonch T.
	Sehra.
	Riasi S. T.
	Seri.
	Kotli.
	Kohala British T.
	Domel S. O., T.
	Garhi T.
	Uri T.
<i>Jhelum Valley Road</i> ...	Rampur (Bhonyar) P. O. only.
	Baramula T.
	Sopor S. O., T.
	Pattan

Gilgit Road

Bandipur	S. O.	T.	;	;
Gurez (Gurais)		T.		
Mominarg.		T.		
Astor S. O.		{ Chillun T. Rattu.		
Bunji S. O.		T.		
Chilas				
Gupis				
Gilgit H. O.		T.		
Gulmarg	{ S. O.	T.		
Nagam.	{			

Liddar Valley

Phalgam.

Badravah.

Leh

Leh S. O., S. T.

Skardu S. O., S. T.

Dras

Kargil

Sonamarg

H. O. equals Head Office.

S. O. " Sub-Office.

Names without letters are branch offices.

T. means Government Telegraph Office

S. T. " State Telegraph Office.

APPENDIX D.

Railway Expenses.*

TWO 1st class, one 2nd class, two third class, and one dog ticket from Bombay to Pindi and back, and incidental expenses—say extra luggages, etc., for both journeys ...	... ...	Rs. 750
One tonga for parts of one and whole of return journey from Pindi to Baramula ...	... ...	Rs. 200
Coolies, ekkas, dandy men, bullock cart, and mules, Pindi to Baramula and back	... ...	Rs. 200
Food at stations, Hotel and Dâk Bungalow bills, both journeys	... ...	Rs. 700
Cook's bazaar account, about Rs. 70 per month, five months ...	... ...	Rs. 350
Groceries bought in Srinagar and Gulmarg (for two quarters)	... ...	Rs. 223
Servants' wages for two quarters ...	... ...	Rs. 480
† House-rent in Gulmarg for two months	... ...	Rs. 30
Rent for native doonga boat for 3 months	... ...	Rs. 100
One Swiss Cottage tent bought in Srinagar	... ...	Rs. 75
One Cabul tent (80 lbs.) and two servants' pals	... ...	Rs. 70
Camp kit bought in the Pindi Bazaar ...	... ...	Rs. 70
Heavy luggage to Pindi and back	... ...	Rs. 100
Spent in Kashmir on works of art, etc.	... ...	Rs. 400
<hr/>		
Total Rs.	... ...	3,748

* Rough outline of expenses during a visit to Kashmir from Bombay, covering six months. The party included Major and Mrs. Burrows, nurse, child and dog. Taken from *Kashmir en Famille* by Mrs. Burrows.

† Now more expensive.

APPENDIX E

I.—Rules for Observance by Visitors and Residents in Kashmir, issued under the Authority of the Government of India,

• BY THE

**RESIDENT IN KASHMIR WERE REVISED AND ISSUED
IN MAY 1902.**

THEY comprise a small neat book of 75 pages, and can be purchased for the sum of eight annas from the office of the Kashmir Residency in Srinagar. Every visitor should provide himself with a copy. It is impossible to include them in the Appendix, and only a table of contents is given.

KASHMIR VISITORS' RULES

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With regard to Section IV, Gulmarg, a note given me by the Divisional Engineer, September 1902, is added.

There are about 22 huts for visitors, which are kept up at State expense, and which were formerly rented annually to visitors. These huts have lately been offered on leases up to ten years, and tenders have been received for all of them.

There are also a limited number of B. Schedule huts, which have been built by visitors themselves. For these the State only charges ground rent. It is probable that the B. sites will also be let on long leases, and application for new building sites can be submitted to the State Council for sanction; but at present no rules have been formulated on this subject.

APPENDIX E.

Imperial Carrying Company, Limited, Dhanjibhoy and Son.

Rawal Pindi to Baramula.—(Boat terminus).

Tonga.	Single seat	...	...	Rs. 36.8
"	Special 3 seats	...	...	Rs. 110
Phaeton	...	...	...	Rs. 190

Rawal Pindi to Srinagar.

Tonga.	Single seat	...	...	Rs. 43.8
"	Special 3 seats	...	...	Rs. 130
Phaeton	...	...	...	Rs. 215

Tolls paid by passengers each tonga:-

Rawal Pindi to Kashmir.

British side ..	17th mile	...	..	Rs. 1
	Kohala Bridge	...	..	Rs. 1
Kashmir side ..	Ekkas	...	..	Rs. 4
	Kohala Bridge	...	..	Rs. 3
	Ekkas	...	..	Rs. 2-12

APPENDIX G.

•List of works Relating to Kashmir.

1670 Bernier's Travels in India. A series of Letters concerning his Journey to Kashmir in Aurungzib's Suite.

1783 Forster's Letters. A Journey from Bengal to St. Petersburgh.

1820 Moorcroft's Travels in 1820 in the Himalayan Provinces, Hindostán, Punjáb, Ladák, and Kashmir.

Fryer's Histoire de Kasmér. A Translation of the Rajataringini.

1825 Rajataringini. Translated by H. H. Wilson, Esq., as an "Essay on the Hindu History of Kashmir," in the Asiatic Researches. *Translations of the Society* Vol. XV, 1825.

'Brinkman's Rifle in Kashmir Across the Karakorum. By an Officer.

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The asterisk * refer to books interesting to sportsmen in the order I consider it useful.

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1896 The Vale of Kashmir. By W. Lawrence, C.I.E.

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The asterisks *, **, ***, refer to books interesting to *sportsmen*, in the order I consider them useful.

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